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BIRTHS. On September 23rd, at Leer (Germany), the wife of H. Borrer, of a daughter. On September 23rd, at Shanghai, the wife of W. Avc. WHITE, of a daughter. On September 24th, at Shangkai, the wife of R. W. THOMAS, of a daughter.

On September 24th, at Shanghai, Own Lawis ILBERT, and GERTRUDE MARGARET HORWA I MOSTPENNY.

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Hondrong, October 1st. 1907.

FOUNDED on October 1st 1857 as a daily

with which no similar period of time can compare in richness of achievement, commercial, political and scientific. Especially interesting and remarkable are the commercial and political developments in Asia during the past fifty years. When we take a bird's-eye view of the half-century's events in the Far East, we begin by witnessing the persistent efforts of China and Japan to close their doors against the commerce and the friendship of the Western " barbarians."

perpetuity to Great Britain as a place reform seemed suddenly to have dawned, along western lines. Further southward possibilities in Asia. China at last seems whereat British subjects might "careen but the cloud of the Boxer rebellion quickly we have to note the grand achievement of to have definitely entered upon the paths of and rofit their ships when required, and keep stores for that purpose." Driven by threats of annihilation from Canton and Macao, the British merchants had sought a refuge on the island of Hong. kong, nearly four years before, and when retribution followed, an Imperial Commissioner ceded the Island to the British Crown the British flag being hoisted on the peak 'r January 1841. But as the reader knows, that agreement was repudiated by the Emperor of China, and in like manner the Treaty engagements solemnly entered into at Nanking were also studiously ignored, the provincial Chinese authorities, secretly directed no doubt by the Court, manifesting a determination to make the Treaty ineffective.

That was the position of affairs in 1857.

Two further military expeditions were necessary before the Chinese Government was brought to understand the binding now abundantly in evidence in China, the nature of its agreement with the Powers, establishment of railway communication When the Daily Press made its first in every part of this vast Empire, facilitatappearance Hongkong was showing its value as a naval and military base. Preparations were in progress for the military operations which resulted in the Tientsin Treaty of 1858 whereby the Treaty o Nanking was " renewed and confirmed," and many further concessions, granted, including the right to appoint a British Minister to the Court at Peking, the opening of the Yangste river to foreign trade and the addition of Newchwang, Chefue, Formesa, Swatew and Hainan to the list of places open to international commerce. But no sooner had the expedition quitted Tientsin than it became I lainly apparent that the Chinese Government never intended to carry out the terms of the Treaty if they could avoid it. When Lord ELGIN was proceeding to Peking to exchange, ratifications, his ships were fired upon by the garrison at Taku. lords to close the strait of Shim onoseki In consequence the Taku forts were taken. and an Anglo-French expedition went to Peking. The Emperor fled from the capital and as a retributive act of justice the Summer Palace was burnt to the ground by the allies. A convention of peace was signed by Lord ELGIN at Peking embodying an expression of the Emperor of China's deep regret at the "misunderstanding" which occurred at Taku. The Chinese Government consented to pay to the British an indemnity of eight million tacls, two for the indemnification of the British mercantile community at Canton, for losses sustained by them, and the remaining six millions for the liquidation of war expenses incurred through the bad faith and insolence of the Chinese Govern. ment. Another provision of this Treaty was the absolute cession to the British crown of the territory at Kowloon which not long before had been acquired on perpetual lease. One other clause, regarded by the Chinese perhaps as even more humiliating than the others, contained the provision that Her Britannie Ma jesty's Representative in China would henceforth reside, permanently or occasionally at Peking, as Her Britannic Majesty should be pleased to decide. From this time onward commerce has proceeded without serious interruption and has developed enormously. The foreign trade of China coming under the supervision of the Imperial Maritime Customs now amounts annually to over one hundred million pounds sterling and China derives from it a revenue of about thirty-five million

Though the Treaties with China ostennewspaper—the first newspaper to make a sibly established a friends hip with the daily appearance in the East—the Hong- Western Powers there was no approach to kong Daily Press to-day attains its Jubilee. friendship until about 1875 when China Looking backward over the history of the announced her intention to establish Mispast fifty years we may well claim that it sions and Consulates abroad. China invoked forms an era in the history of the world, the aid of European Powers for the first time to secure the retrocession of the Linotung peninsula which the Japanese had occupied in the war with China which broke out in 1894 in consequence of disimport as the last. Following the con- and notably on the education of the revise her estimate of the Western nutions, obtains from China a lease of territory, such relation to the United States as Cuba and a Treaty was signed at Nanking in 1843 | Russia secures a usufruit of Port Arthur | now stands. granting to British subjects the right to and Great Britain, to preserve the balance In Siam the main feature of the past half reside for the purpose of carrying on their of power, leases Wei-hai-wei. Thereafter century has been the settlement of the fend. mercantile tursuits without molestation or comes the scramble for railway concessions, between the present King and his brother

came over the scene. Once again military the federation of the Malay States, the progress. The success of her neighbour intervention was necessary to protect the prosperous development of Singapore, and Japan which she affected to dispise but lives and property of foreigners in the very the establishment of a British Protec little more than ten years ago has manicapital of the Empire, and we have the unique spectacle of the armies of many nations marching under the command of a single Generalissimo to Peking to exac t retribution from the Chinese Government. The last great scene of all in the panorama of the last half century in China is the sanguinary war between Russia and Japan on Chinese territory. The astonishing comple teness of the success achieved by Japan has changed the aspect of Eastern polities. En gland's offensive and defensive alliance with the island-empire of the East guarantees peace in Asia and leaves all nations free to prosecute here the less sanguinary wars of commerce and industry. China has a very long way yet to go before her claims to admission to the comity of nations can be admitted, but the educational movem a ing trade and commerce, inaugurates an era in the history of China which in the course of another half century will be fraught with results, not only to the Chinese nation itself. but to the entire world, which we may

leave the reader to himself foreast. When we turn to Japan and view fifty. years of progress there, we see much more rapid development. Japan was not really opened to foreign trade until 1858. Commedore Perry signed a preliminary treaty of commerce between the United States and Japan in 1854, and similar treaties with European powers followed, granting foreigners the right to reside and trade with_ out molestation at Yokohama, Hiogo, Nagasaki, and Hakodate, but the early history of foreign intercourse was very similar in Japan to what it had been in China. In 1863 there was an attempt on the part of the Feudal agai st the passage of foreign ships. joint foreign naval expelition to the Strait resulted and the Japanese farts were bombarded and silenced. Two years later the Emperor at Kyoto accepted the commercial treaties which had been made by the Shogun at Yedo, and since the accession of the present Emperor, the history of Japan is an uninterrupted story of off rtis to assimilate the Western arts and sciences and to bring herself in complete accord with Western nations in every department of public life. How magnificently she has succeeded in so short a period it is not necessary for us to dilute, upon for the story of Japan is more or less familiar to every reader. Possessing, as she has done al along, leaders of commanding ability like Marquis Ito, Count Okuma and scores of others who could be mentioned, an intellectual influence has been excercised over the minds of the people inspiring even the humblest with ideals of national power and industrial and commercial advancement. The newspaper press has been a powerful factor in this connection. Though like China, Japan had no newspapers until Eaglishmen introduced them. There are now in Japan upwards of a thousand veroacular papers published daily, while in China we doubt whether throughout the length and brealth of the land more than fifty daily newspap ere can vet be counted. In shipbuilding, engineering, cotton weaving, and sugar refining Japan is continuing her marvellous story of progress. The end of the half century sees Japan building in her own shipbuilding yards battleships of 19,000 tons displacement, and passenger liners of 13,500 tons which compare favourably in their construction with the ships built in the ship vards of her Western tutors. At present time Japan possesses a mercant il fleet of about 1500 steamers with a capacity

naval fleet ranks fourth or fifth in the lie of the world's navies. Coming southward again we note the change of ownership of the island of Formosa from the Chinese to the Japanese as one of the spoils of the war of 1894-5; and still further southward we witness the the floating population 45,582. In

restraint at the ports of Canton, Amoy, in which Great Britain, Germany, France, by the diplomatic arbitration of the late written will sufficiently serve to show defendant to fifteen days' imprisonment.

Foochow, Ningpo, and Shanghai, and also America, and Belgium each secure General Sir Andrew Clarke, and the peace- | broadly what has been accomplished. The Brunei and British North Borneo.

quarter since France first sought to

weight to British India. In 1787 Louis methods of government. The leaven of XVI. obtained for France a number of reform is clearly working in China, and Cochin China in exchange for assistance vast empire and for the world at large as a Tia-Dinh, and Dinh-Taong with the case of Condor to Cond after the French scheme island of Condor to the French. In 1874 a treaty was concluded at Saigon with the King of Annam by which the King recognised the sovereignty of France over all the territories occupied by her. The Tsungli-yamen immediately on the terms of the Treaty becoming known to them took strong exception to it. Annam was a dependency of China, and the right of the King to make a treaty without the sanction of his suzerain was strenuously repudiated. France refused to acknowledge the right of China to interfere in the matter and the two countries were brought to the verga of war. China, however, was not prepared for further overt measures than formal protests, but there is little doubt that the Chinese government recretly assisted with money marauding expeditions of the Black Flags from the mountain frontier between China and Tonkin. Their success against the French encouraged the King of Annam (who had lost no opportunity during the whole course of the dispute in emphasising his dependence upon China) to declare war against the French. The result was the French occupation of Hue, and the placing of a protegé of France upon the Throne with a French Resident to guide his policy. An nam again yielded by formal treaty her independence int French hands. Further military operations succeeded the announcement as a result of China's hostility to the treaty, but in 1884 a convention was signed by which China undertook to respect the treaties concluded between France and the King of Annam in exchange for an undertaking by France to protect against all aggression the Southern frontiers China and Tonkin. Since France has been peacefully developing these territories, but though great expectations are formed of their future now that railways are spreading in all directions, the benefit of the colonies to France up to the present time has not been strikingly mani-The beginning of the half century under review saw the Portuguese settlement of

centre of trade. It has not ceased to be a self-supporting Colony-it is even a profitable colony to the Mother Country, since it derives from the gambling monopolies which give to it the character and description of a Monte Carlo of East, an annual revenue largely in excess of its expen-We have yet to comment upon the growth of the Colony of Hongkong. We have touched briefly on its acquisition; and we cannot illustrate its marvellous development better than by contrasting the statistics of 1857 with those of 1907. In 1857 in the aggregate of 1,000,000 tons, and her the population of Hongkong was: Whites

Macao the oldest foreign settlement on the

China coast-in the hey-day of its prosperty.

At the close we view it as a relic of the

historic past rather than as an important

Coloured 75,683. (In 1841 when Trisland was ceded to Great Britain the Chinese population was ascertained to be 5,650). The population of the Colony according to the census of November 1906 was: non-Chinese civil population 10,981 the Chinese land population 233,251, and passing of the Philippines, also as the the number of ships entered was 1070 of a Y849, in recognition of his meritorious services thought a more practicable thing would be to putes regarding the independence of Korea, result of war, from the sovereignty of the total tonnage of 541,063. Now the number and ended in 1896 with the signing of the Spanish to the more benevolent control of ships entering the port every year Treaty of Shimonosoki. Since the Peking of the United States whose Government averages about 20,000 and the aggregate Treaty was concluded no decade has been has lavished money freely on works tonnage exceeds ten millions, placing crowded with events of such momentous of public improvement in the islands, Hongkong in this respect above every other port in the world. The revenue of the clusion of the Japan-China war we witness people, with the idea of helping them Colony has advanced in fifty years from in the panorama of events a scramble by to rise in the scale of civilisation and \$58,842 to \$6,526,144, exclusive of land Fourteen years before the Daily Press made the Western Powers for territory, for spheres of capacity for self-Government, hoping sales, and the Colony has, in short, developed its appearance China had seemingly been in influence and for railway concessions in the end that easy will be able to into a great distributing centre for interbrought by British Military operations to in China. Germany seizes Kiaochow and stand, if not entirely alone, yet in some national trade with China estimated to approximate to the figure of £60,000,000

sterling a year. Imperfect as a sketch of the events of fifty years must be when compressed within

torate over the territories of Sarawak, feetly opened the eyes of China's leadin g statesmen to the effete condition of the The last lifty years embrace too the success- celestial empire, and it is a remarkable ful efforts of the French to enlarge their sign of penitonce and a pleage of empire in Asia. It is nearly a century and reform when we read in Imperial Edicts a frank acknowledgement of create a dependency in Asia as a counter. superiority of Western institutions and commercial and political privileges n what the next fifty years may hold for this given in establishing on the Throne the result of the awakening of China, he would rightful king of the territory who sub- be a bold man who would attend to presequently conquered and added to his diction. But the signs and portents at the domains the province the being There- present time certainly point strongly to an recommation, and that the lines adopted last nifty Cairs as produced in Japan.

> A Bombay journarinas published a photograp! of the Hongkong Parsse Cricket t a c.

M. Yacolew, the Russian Consul-General at Jerusalem, has been appointed Russian Minister Resident in Siam.

It is reported from Poking that a sum of Ti. 200,000 has been drawn from the treasury of the Kinking Customs for the purpose of purchasing a cruiser for Kiangsi.

At the instance of Inspector McHardy a native was prospented for selling Sanpui lottery tickets, and Mr. Melbourne ordered him to pay a fine of \$.5 or go to jail for one mouth.

The President of the Society, H.R.H. The Princess Louise, Duchess of Argyll, has notified the Council that his Majesty The King has become Patron of The Rayal Drawing Society.

At a recent Grand Council meeting H. E. Yuan Shih kai urged the Empress Dowager to re-employ ex-Viceroy Teen Ch'un hauen Shum but her Majesty promptly declined to receive the suggestion,----

There was no further outbreak of plague deaths. Other communicable disease was fined to a Chinese case of smallpox, and one American dise of enteric fever, imported from

It is st ted that H.E. Lu Hai-huan is to be appointed Postmaster-General of the I. P.O. and that he is to join Sir Robert Hart is extending the new conditions throughout the Empire. In this connexion it has been decided to abolish the Imperial couriers of the

A Portsmouth correspondent states that the eight 12-pounders of the Berwick, armoured crui-er of the Home Fleet during the light quickfiring gunlayer's test, averaged eight bits per minute; the best schievem at being that of a gun which fired nine rounds in 45secs, and soored nine hite.

There may be under the sun a new thing or two, malgré the opinion of the oft quoted pessimist, but "the awakening of China" is not one of them. On September 26th 1857 our Shangini contemporary said "the hour of awakening is at hand." The clock seems have stopped for fifty years, as the hour of awakening is still on the point of striking.

A late telegram from Sydney states that Sir John Forrest, Minister for Finance of the Australian Commonwealth, resigned on August Later the following alterations were made in the organization of the Cabinet: Sir William Lyne, Minister for Trade and Customs, was appointed Minister for the Treasury Mr. Austin Chapman, Pontmaster-General, to be Minister for Trade and Customs; and Mr. Samuel Morgan, honorary Minister of State without portf. lie, to be Postmaster-General.

Zen Ah-pan refused to marry her betrothed at Hangehow, so her adopted father promptly sold her to a man of his own choice in Shanghai. On September 26th the girl told the Mixed of the island as a residential district. It was Court magistrate that she was born at Hangchow, but her parents were dead. They had betrothed her to a man to whom she objected. Her adopted father brought her to Shanghai and sold her. The case was remanded until the adopted father could appear, the girl being meanwhile sent to the "Door of Hope"

A recent telegram from Japan conveyed the news that Mesers. Dennison and Stevens had been rewarded; Japan papers state more for Colonel Lugard is the head of the Engfully that Mr. Dennison, of the Tokyo Foreign Department, has been presented by the Emperor with the sum of Y10.000 and the Grand Cordon of the Rising Sun, with the First Class Order of Merit, which carries with it a pension of during the late war. A sum of Y10,000 also been granted to Mr. Stevens for his services in Korea during the same period.

Before Mr. C. D. Melbourne at the Police Court yesterday Inspector McHardy prosecuted a coolie for cutting and wounding his overseer. Evidence showed that a number of coolies were procuring water from a street hydrant at Yaumati, the defendant being among the number. When the overseer scolded him for not taking his turn at the hydrant, and remarked that he would have to stop his pay if he was not more energelie, the coolie imm distaly left his work, returning shortly with a chopper. Without warning he rushed on the overseer with the weapon, inflicting a wound on the shoulder and another on one of his legs, the second gash severing an artery. When the the limits of a leading article, what we have case was proved His Worship sentenced the

The Kent, cruiser, was to pay off at Colomb confirming the cession of Hongkong in important interests in Chim. The era of ful development of the country since largely immediate future is pregnant with great and recommission for further service on the China station. The Amphitrite, cruiser, is bring out the new orew which will be made up of the nucleus crew of the ship and drafts from Devenport. On recommissioning, the Kent will become a Devenport ship for manning and other

> Popular belief as to the successful candidate in the forthcoming U. S. presidential electric lies between Mr. Taft and Mr. Hughes. It generally hoped that Mr. Taft will be elected President and Mr. Hughes Vice-President Recently 520 senators and journalists belonging to the Republican party conducted a trial election, and 380 votes were given for Mr. Taft and 218 for Mr. Hughes.

Mesers. Vickers, Sons, and Maxim are now engaged in the construction of two submarines for the Japanese Navy. They are in their main features similar to the "C" class, built by the Barrow firm for the British Admiralty, and each have two torpedo tubes forward. The same firm have also constructed the 12in, guesfor the Bellerophon and the Temeraire battleships of the Dreadnought class, recently. lauuched at the Government dockyards.

H. E. Shang Chi-hong, Provincial Treasurer of Fakier, and one of the Five Travelling Commissioners in 1906, has memorialized the Throne strongly urging the necessity of allowing full liberty to the Press to oriticize and discuss public affairs, so that those in power may know the feelings and opinions of the massec. This is one of the foundations of national strength, and it will be unwise to introduce methods of further muzzling the Press.

Owing to a constitutional crisis, the Parlis ment of Cape Colony has been dissolved. I Jameson, the Premier, declares that the conflict between the two Houses renders the transaction; of the country's business impossible. A general election is to follow, the new Parliament meeting on March 31. Three millions sterling have been voted for the expenditure required in the meantime. Possibly, the newly entranchiseds Dutch voters will turn the scale against Drie Jameson's Ministry, making South Africa politically Dutch as far north as South Rhodesia.

A point which was missed by most of the chroniclers of the Inneheon at Marienbad was the decoration of M. Clemencean by King Edward. According to a trustworthy account, His Majesty twitted the French Prime Minister for paying a visit with no ribbon or blossom in his buttonhole, and thereupon took a flower from the luncheon table and pinned it in him guest's coat. The flower chosen was a white carnation, and Frenchmen will now be able to last week, so the totals stand at 229 cases, 221 discouss whether the King's choice was deliberate or otherwise, for the "osillet blanc" has special significance in France. It is the flower of the Royalists, and to make M. Clemenceau wear the Royalist badge was a masterpiece of royal wit if really intentional.

> It is a coincidence worth mentioning in our Jubilee issue that a conspicuous figure in Hongavug in 100 wes Colonel Lugard, R.E., ab uncle of our present Governor, His Excellenty Sir Frederick Lugard, Colonel Lugard was in command of the Engineers in the Expedition of 1857, but did not live to take part in th attack on Canton. He died in Hongkong December lat and was buried on the 3rd win all military honours "in the cometery hard by the race course. Mr. Wingrove Cooks, the Times correspondent, wrote: "It was an inposing speciacle, for all the officers of all the European nations now present in Hongkong followed in long procession the gun carriage on which he was borne to his grave. Many of those present not only knew him as an officer. whose loss at this critical moment is disastrous to the public service, but loved him as a man. I was one of those who mourned to think we shall hear no more his frank hearty laugh and receives no more his manly, soldier like greating. Poor Lugard was a viotim to hard work in this treacherous climate. He had much to do and small materials to work with. He was a leader without soldiers. He had to form and fashion a corps of engineers and sappers and miners out of troops of the line. His labour was incessant, and he paid the penalty which these trying Hongkong heats almost always exact for overexertion."

About two years ago a scheme was submitted to the government on behalf of a foreign syndicate for boring a tunnel through Victoria Peak with a view to developing the other side not a new idea and we may appropriately mention in the present issue that the suggestion occurs facetionsly in a letter to the Times written from Hongkong fifty years ago. Curiously enough it is associated with the name of a relative of our present Governor. Here is the extract from a letter written by Mr. Wingrove Cooke:--Colonel Lugard is meditating deep things about mysteries which I attempt not to fathom; incers. I wish be would think it necessary for some military purpose to drive a tannel through this Victoria mountain and let in the south-west monsoon." Mr. Cooke however. take possession of the opposite peninsula of Kowloon. "It is quite incomprehensible that this has not been done. If any other powers should do so-and what is to prevent them?the harbour of Hongkong is lost to use History reveals that this was patent to the authorities and especially to the late Sir Harry Parkes (then in the Consular service) to whome foresight, diplomacy and indomitable energy we are largely indebted for its acquisition. As an esteemed correspondent pointed out in the Daily Press three or four years ago, it is remarkable in a Colony which has done so much in the way of street nomenclature to perpetuate the names of men who have been conspicuously identified with its history, that there is not a single memorial worth the name in Hongkong to the distinguished man to whom the Colony in it learly days owed so much:

TELEGRAMS.

[REUTER'S SERVICE.]

CANADA AND THE JAPANESE TREATY

London, September 28th. Sir Wilfrid Laurier in his speech at Toronto explained that Canada became a party to the Japanese trealy because she thought that Japan had prohibited general emigration, especially towards Canada.

> [N.-C. Daily News' Service.] THE MUKDEN CONFLICT.

Tokyo, September 25th Vicoroy Hau Shili-ch'ang will leave Mukde for Peking on the 28th instant. He has accepted the Japanese demands in connexion with the recent attack upon Japanese by Chinese police. The demands include an indemnity to the sufferers, the dismissal of the chief police officer concerned and the partial disarming of police-

THE BOUNDARY QUESTION.

Tokyo, September 25th. Hs Shih-ch'ang, Vice oy of Manchuria, has requested that the Japanese gendarmes be vithdrawn from Kuantung. He has ordered three companies of infantry and some cavalry to preceed to Kuantung and make investigations concerning the boundary.

CHOLERA AT PORT ARTHUR.

Tokyo, Seplember 25th. Ontbreaks of cholera are increasing at Port Commerce at that Port is, therefore, depressed.

JAPANESE IN MANCHURIA.

Tokyo, September 26th. Vicercy Hau Shib-ch'ang's entry into the Chinese Cabinet is disbelieved at Tokyo. The Chinese authorities at Changchun apolegize for the recent collision with the Japanese and undertake to satisfy Japanese demands.

ASIATIC LABOUR DEBATES AT OlTAWA.

Tokyc, September 26th. Sir Wilfrid Laurier and Mr. Ishii, the Japanese Labour Commissioner, did not touch on indemnity or restriction of Japanese immigration, but discussed the efforts that might be taken for prevention of riots and the maintenance of the existing freaty.

The Japanese Consul-General at Ottawa has since been discussing the indemnity with the Canadian Premier, but particulars are no

At Tokyo the Foreign Office is appointing an extra (fficial to supervise immigration affairs.

ADSETTS.

AGAIN REMANDED.

.There was a greater attendance of Europeans at the Police Court yesterday afternoon than is speaking thetrath he will have to pay twice, has been the case for some considerable time, and long before the Magistrate took his seat all the available sitting accommodation was occupied; in fact, bad the public not been requested to go to the rear of the Court there. would have been no seats for solicitors or reporters. All appeared auxious to see the Police Court yesterday charged with behaving prisoner, and it was not long before he walked in a disorderly manner while drunk, and with with a firm step into the dock, and stood quiet. interfering with a motorman on a tramcar in ly in a corner, apparently unconscious of the such a way as to endanger the lives of persons number of eyes which gazed upon him. He on board the car. Evidence was given to the entered the Court without collar or tie, but these were handed to him by Detective-Sergeant | Sunday afternoon, and made a disturbance with Bullivan and be put them or, taking his standin the centre of the dock as Mr. C. D. Melbourne took his seat on the bench.

Mr. Morrell (Crown Solicitor) informed his Worship that Mr. R. Harding bad been assigned subject to his costs being agreed. He did not know whether such costs had been agreed, and suggested a short adjournment,

Mr. Harding-I would like a short adjournment, your Worship.

His Worship-Will you be ready to go on

Mr. Morrell-Yes, your Worship.

His Worship-I'm sorry you didn't let me know before, Mr. Harding, because we have wasted a whole afternoon.

Mr. Morrell-I did not know a solicitor had been engaged for the defence.

His Worship-The case is remanded till 2.15 to-morrow (this) afternoon.

FIRES.

Considerable excitement wis caused yesterday afternoon by a fire which broke out in an | Vasania and others. engine room at the Royal Dutch Petroleum Works. A quantity of oil was in this room, and with the first spark of ignition there was gredit of \$40371, although the expenditure was naturally a big blaze, and grave fears were entertained that the fire, before it could be controlled, would reach the oil tanks, which were not vaore than a hundred yards distant. a gold madal to Mr. J. J. Vasania, presented by The outbreak was of brief duration, however, the president himself for the best average, in and although the fire brigade under Captain Latting, which Mr. Vasania won with 35.8. Lyons and Chief Inspector Baker were speedily on the scene, their services were not required The damage caused to the engine room i estimated at \$200.

Fortunately the fire which occurred in a matshed in Queen's Road belonging to Messrs. Caldbeck, Macgregor and Co. was noticed in good time, and though some alarm prevailed, janalysis, preventive measures were speedily applied and the danger of the fire spreading was averted. Unly the matshed was destroyed and the loss did not amount to much.

Presiding at a meeting at Liverpool of the Assectated Chambers of Commerce, Lord Brassey advocated the State ownership of railways, beginning with Ireland, and the employment of time-expired soldiers as a remedy for strikes. The approximate depreciation of the capital of the three principal English railways amounted during Sept. 10-17, to three and a quarter millions sterling.

SUPREME COURT. MONDAY, 30TH SEPTEMBER.

IN SUMMARY JURISDICTION. BEFORE ME A. G. WISE (ACTING CHIEF Justice).

LEARNING THE ENGLISH CUSTOM.

In the case of Remigio Perez against H. Barbey for \$6520, the claim was for one month's rent and proportionate part of taxes due by defendant in respect of the second floor of the house No. 2 Glenealy Road. Mr. E. J. Grist conducted the case for the plaintiff. Defendan was not in court when the case was called, but he appeared a few minutes later accompanied by a gentleman who was understood to be his interpreter, defendant being a Frenchman who said he could not speak English.

The interpreter explained that he was not the original interpreter who had failed defendant at the last mement, and he only attended the court to make that state Mr. Bartey.

His Lordship be going to peal A reply in thegative van real

Wion ABB Bich. Mr. Grist the hand the case for the plaintiff. The claim was for rent for th month of July or alternately for the month of August. Pefendent occupied part of the house for the (we months mentioned, but had only paid for one month.

His Lordship-Oh it is paid in advance-This receipt produced by the defendant is dated 31st July and is for the month of August. thought it was for July.

Defendant, when asked what he had to say, denied that he owed the money and said that according to French custom the last receipt was all that he required to produce.

His Lordship—Tell him he must do it according to the English custom. Mr. Grist-I take it he alleges he has paid

His Lordship Ask bim if he has paid for

Defendant replied in the affirmative.

His Lordship—When?

Interpreter-He does not remember the date. Mr. Grist stated that the two receipts were typed by plaintiff on one piece of paper and they were handed to his wife for her to collect the money. She handed the wrong receipt to defendant who only paid for one month.

Plaintiff and his wife in the witness box supported the statement of Mr. Grist, and defendant on oath declared that he did not owe.

Bis Lordship-I am perfectly certain the lady gave him the wrong receipt. Judgment will be for plantiff with costs: If defendant

ENDANGERING PASSENGERS'

A lance-corpo al of the Royal Engineers appeared before Mr. F. A. Huz lend at the effect that defendant boarded car No. 33 on the conductor which necessitated the car being stopped. Then be paid his fare of ten cents. and the car restarted, but apparently did not go fast enough for the defendant, who is alleged to have wanted to increase the speed going down a brief by the Government for the defence, a slope. The motorman stated that defendant turned the hardle of the emergency brake, and the car suddenly stopped. Then he seized the controller handle and put the power on four points. The use was remanded to enable the defendant to call witnesser, and he was admitted to bail in the sum of \$5.

THE TARSEE CRICKET CLUB.

The annual meeting of the Hongkong Parsee temporary Passee Club premises.

Mehts, I. Ralonjee (committee member); Mr. | was stated that they would have great difficulty C. B. Movrawalla (Hon. Secretary); Messrs, in getting a team together. He hoped-H. Ratonjee, M. Bejonjee, B. D. Tata, J. J | however, that they would come.

The CHAIRMAN read the annual report of the las follows:-Mr. F. Maitland, Hon. Dr Cricket Club, The balance sheet showed a. creater than the income, by a few dollars. The Club played ten matches, six won, one drawn, and three lost. The Chairman awarded In bowling Mr. F. J. Kanga the captain of the Club came first, and Mr. D. R. Captain. the second. Mr. H. N. Mody presented a handsome donation for refreshments given at

Cricket matches. Messrs. A.B. Avasia, the president, and H. Rattonies promised to give prizes for the ensuing season for the best bowling and batting

The following office bearers were elected for the year :- Mr. A. B. Avasia (President), Mr. F. J. Kanga (Captain); Mr. B. K. Mehta-(Vice Captain); Mr. C. Morawalla (Hon. Secretary), and Messrs. R. B. Cooper, J. J. Vasania, and J. H. Patonies (Committee).

HOW TO DE BEAUTIFUL-Keep your comt Charmant and Special Skin Tonic and Pouder Charmante will enable you to do it. He-Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

HONGKONG CRICKET ULUB.

The annual meeting of the Hongkong Cricket Club was held in the Pavilion last evening Mr. F. Maitland presided, and there were also present Hop. Dr. Atkinson, Messrs. R. Haucock. W. C. D. Turner and T. C. Gray, members of committee, Captain H. E. Stanger Leather I.M.S., Lieut. J. M. C. Taylor, 119th Infantry, Lieut, E. W. Isaacson, R.N., Messrs, Mackenzie, F. A. Bam, F. J. Gelsthorpe, H. L. Garrelt, H. A. Lammert A. E. Arger, F. Lammert, E. M. Hazeland, E. A. Fowler, W. F. F. Swan, A. R. Sutherland, C. B. Franklin and R. Pestonji.

The CHAIRMAN said :- Gentlemen, The report and accounts have been in your hands for a few days and I will take them as read. They are very clear and full, and for your information comparisons of receipts and expenditures with the provious year have been detailed therein. Your Committee regret that n able to redeem any debenchief reason being the large falling subscriptions, which show a reduction of

31,722.50 as compared with 1902/5 season. There is also a serious loss in the Racquet Court (\$775.93) and if more support is not given to the game by members in the future, your Committee will have to consider whether or not it is worth while to run the courts in connection with the Cricket Club. I hope you will all do what you can to recure new members, and the incoming Committee have to economise as much as postible in order that we may be in a position to pay off some of the Debentures before the next accounts are laid before you. It has been suggested that a ball and possibly a fete be teld in the winter to help the Club funds. You will be pleased to bear that Shanghai have accepted our invitation to send a team down in November and we are hoping that the Straits will also send an eleven. I am sure we will all do our best to give them a good time and we trust that our representatives will give them a good beating. Several Tennis players have requested that the annual tournament should start before 1st April next. Should the interest in Cricket slaken off by early March, possibly a start could be made with the Tennis by 15th March, but it must always be kept in mind that Cricket ormes first. The congratulations of the Club are due to Mr. T. E. Pearce on his -batting average of 41.20, and to Mr. T. Sercon be Smith on his bowling analysis of 10.77. Mr Smith, our late president, has played regularly on this ground for over 20 years and his recent success with the ball is especially gratifying. In conclusion I would say that I have heard it remarked by certain taipans that too much time is taken up with games nowadays, with the result that we are lesing our commerce. Eurely this is a fallacy, as a certain amount of time spent in healthy exercise should tend to

make a man more alert and useful in the office, and I hope that all taipans will do their best to facilitate the getting away of their employees more particularly when important Cricket matches are in progress. Before moving the adoption of the report and accounts. I shall be pleased to answer any questions thereon

to the best of my ability. No questions were asked, and the CHAIRMAN moved the adoption of the report and accounts

as presented. Mr. MACKENZIE seconded the motion, which

was carried unanimously. Dr. ATKINSON proposed that Mr. Maitland be elected president for the coming season His cricket prowess was well known to all For three years he held the best average as bateman, and he also held the highest bowling average, 2.4 an innings. All members knew his business capacities, and he trusted that the new president would be able to assist them out

of their present financial difficulties (bear, bear) Mr. H. A. LAMMERT seconded the motion, and it was carried nem con.

Mr. MAITLAND, in returning thanks, said he would do all he possibly could for the Club.

The next-business was the election of a committee, and while a ballot was being taken the CHAIRMAN, who had just received a letter said he was sorry to say they had not yet heard from the Straits with regard to the interport Cricket Club was held on Sunday, at the cricket match. Shanghai had sent a letter and asked the Club to fix dates. They would have Mr. A. B. Avasia, the president of the Club | to wire to the Straits, but he did not anticipate was in the chair, and there were also present a favourable reply, as he had received a letter Mesers. F. J. Kanga, R. B. Cooper, B. K. from a gentleman from Singapore in which it

> The result of a ballot for the committee was Atkinson, Major H. E. Lowis, Lieut, E. W. Isaacson, Mesers, T. C. Gray, H. Hancock H. R. Phelips and W. C. D. Turner.

> This was all the business and the meeting concluded with a vote of thanks to the

The Consulate at Chinklang some little time since interested leading Chinese in a scheme calculated to develop a portion of that locality and involving the employment of a certain class of machinery. Application was made by this Consulate to the Board of Trade, which notified the British firms interested. All the firms but one contented themselves with despatching catalogues and price lists to Chinking; the exception also notified its agent in Shangbai, and he-a Japanese gentleman-paid a special visit to Chinkiang to make inquiries on the spot. fter inspecting catalogues, however, the Chinese preferred the goods of to-day is as follows:-another British firm, but required expert explanation; and it was not until after teleplexion, Mrs. Ellen's Crême Charmante, Lair graphing to England that the Chinkiang Consalate was able to locate the selected firm's correspondent in China-six months after the firm in question had been notified by the Board of Trade of the inquiry.

ROYAL HONGKONG YACHT CLUB.

The third annual meeting of the members of the above club was held yesterday in the City Hall. There was a good attendance which was presided over by the Hon. Mr. May. The CHAIRMAN said they would notice in the report a suggestion that the best thanks of the club be offered to Mr. Percy Smith for his services as secretary and treasurer, and for the donation of a cup. He thought the Club was very grateful to Mr. Smith for the work he had done for them, and they appreciated his generous gift of that handsome cup which would be a cource of envy to all of them until it was won by one of them (applause). The general committee also suggested that the Club's appreciation of the services of Mr. Cruickshank as captain and specially in designing the construction of the new boats, be recorded. They looked to the acquisition of those new boats to revive interest in rowing. The first of the north east monsoon had been piping through the Lycemoon Pass that morning, bringing hope to the hearts of yachtsmen and renewing courage in all of them. And it would require all the neouragement the noreaster could give them to put the Club on a really sound basis. He was sorry to say that their membership had dwindled down to 208. Just before the smalgamation the Yacht Club had 72 members and the Bost Club had somewhat in the neighbourhood of 300 That was a big loss to the Club. He believed the increased subscription was frightening away some of them, but he felt confident that when their new club house which was rearing its stately head at North Point was completed, it would prove a great attraction to Yachtsmen and caremen, and they might hope to see the Club in a thoroughly satisfactory state as regarded membership. He hoped one and all of them, whether yachtemen or caremen, would do their best to induce others-to join. They ought to put their shoulder to the wheel and get all he young men who came out to the Colony to take an interest in what was really one of Great Britain's premier sports. They hoped to have the new clubbouse: open some time in the beginning of the year.

The Hcn. Mr. May was re-elected commodore; Commodore Stokes, R.N., Hen. Mr. Keswick Hon. Mr. Policck, Mesers. H. W. Bird, H. P. Tooker, H. J. Walker were appointed members of the Yacht Committee; and Messrs F. A Bidon, H. Broke, F. W. Carpenter, F. W. Warre, C. H. Blason and Bublinger were elected to the Rowing Committee. The Chair, man commented in terms of pleasure at the inclusion of a German in the committee, as the men of that nationality took a great interest in sport. Messrs. Blason and Smith were appointed auditors.

A vote of thanks was accorded to Mr Franklin, who had undertaken the duties or accretary, for his services to the Club.

I he CHAIRMAN alluded to the regatts and explained that Sir Matthew Nathan had presented a cup for rowing, to form the nucleus of the Hongkong Regatta. Only one regatta had been held and the typhoun by destroying all the boats had made it impossible to hold another since. All the original members of the committee remained, and on the suggestion of Mr. Warre he had approached His Excellency with a view to his becoming a patron for the regatts. The Governor had agreed to do so and had suggested that a committee elected by the V. R. C. and the Yacht Club should be elected to manage the regatta. If members approved of the suggestion the general committee would elect three of its members to act with three from the V. R. C.

Approved. A vote of thanks to the Chairman concluded the proceedings.

HIGHWAY ROBBERY.

Last week an old Chinese, by name Chan Wing, who was fatigued after a lengthy walk sat down to rest on the readside in Hospital Street. While sitting with his hand under his chin three men approached him, and observing a gold mounted rattan bangle on his arm, decided to steal it. One of the men approached him from the rear and seized him by the throat; the second secured his legs, while the third pulled the bangle off his arm, and then all the men decamped. The old man reported the occurrence at No. 7 Police Station, and as the result of inquiries made two men were arrested. They were charged before Mr. C. D. Melbourne at the Police Court yesterday, were found guilty on the evidence, and each was sentenced to six weeks' imprisonment with hard labour and four hours' stocks. The man who secured the bangle has not yet been arrested, but the police traced the ornament to Yanmati, and hope soon to capture the third offender.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 80th at 11.55 a.m.—The depression over the Pacific is still situated to the West of the Bonin islands. It appears to be slowly

recurving to the N.E. Pressure has increased moderately to slightly in other areas. It is high over China to the North of the Yangtze, and relatively low overthe middle part of the China Sea.

Fresh to strong N.E. winds may be expected in he Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0, 8 inches.

The forecast for the 24 hours ending at moon Hongkong & Neighbourhood

Formesa Channel. i strong. South coast of China between Hongkong and Lamceks South coast of China between Hongkong and Hainan.

Sameas No. 2

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N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarde don application. Discount allowed in accordance with finefuntion of Exchange CO. LTD.

FUNNELS AND FLAGS.

The American Consulate General received the following typhoon warning from the Manila Observatory at 8.30 a.m. yesterday :- "Sept. 30, 1907, 12.30 p.m.: typhoon now west of Bonin Islands moving in a northerly direction probably tending to recurve N. E.

I he Nisshin Kisen Kaisha reports that owing that vessel will be replaced by the str. "Tach Maru" which will, in future, take up the regular service maintained by the former on the

The Leyland steamer "Nicaraguan," posted at Lloyd's as missing, was a vessel of 3,643 tons built in 1891. The Nicaraguan left Tampa on June 2 for Dublin, and since she passed Cape Henry on June 8 neither the vessel nor her crew have been heard of. She belonged to the fieet of the American "combine," and was uninsured in the London market.

In his report on the trade of Port Said and Suez Mr. Consul-General Cameron remarks that the navigable dimensions of the Sucz Canal are now practically double what they were twenty years ago. 'I he width of the canal on the water level is now 100 to 120 yards in the northern half and in the southern half 80 to 100 yards. On January 1, 1906, the tariff for ladgn ships was reduced to seven francs seventy-five centimes. The ten-franc rate for passengers has never been changed. In 1906 3,975 vessels, of a net tonnage of 13,445,504 tone, passed through the Canal, as compared with 4,116 vessels, of 13,134,105 tons, in 1905. Of these 2,948, were merchant vessels, 888 mail steamers, and 139 warships and Government transports. The transit receipts were 1(8,161,896 francs, as against 133,866,797 france in 1935. Out of the 3,975 vessels which passed through the Canal in 1906 2233 were British. After the ratification of the treaty of peace between Russia and Japan nine Russian ships of war returned home, and large contracts were made for the repatriation of troops from Vladivostock. By the end of May 114,000 troops passed through the Canal in 62 transports; of which 28 were British ships and 11, were German. The total number of Russian troops thus repatriated during 19 demonsted to 127,000 officers and men. Sometimes as many as three large transports were in Lort Said harbour together, with 6,000 men on board, but no unpleasant incident or case of misconduct occurred. No accident such as the stranding or collision of belligerent vessels is to be recorded in the last nine years, during the Spanish American War, the Boer War, or the Russc-Japanese War. Last year a total of 359.61 passengers were carried through the Canal, and of these 221 288 are classified as military upwards of 130,000 Russian soldiers being con veyed by that route.

Lordon Marine Insurance Market reports on August 27th as follows:

Statements have been made very recently that an exceptionally large order for battleshins and ornisors has been given by the Russian Government to north of England shipyards. and so far as part of the news is concerned underwriters have been able to believe it or not as they chose. Certainly the fact that Russia badly needs to rebuild her fleet weight to the statement. It is true that within the last few days very large insurances have been effected on warships to be built in the north, but these, it is reported, are for South American Governmen's. Particulars of the vessels may be of interest. Three new Brazilian battleships are to be built, two by Sir W. G Armstrong, Whitworth, and Co., and one by Vickers, Sons, and Maxim. It is stated that the latter firm will supply the engines for all three vessels, which in one of them will probably be turbine. The value of each of the battleships when fully armed is put £1,800,000, while the insured the time of launching is £200,000. Two Argentine gunboats are contracted for, to be built by Armstrong's and engines by Wickers', which will cost about £80,000 each. Finally, two new Brazilian craisers are to by constructed and fitted with turbine engines by the same companies, valued at about £330,000 each. The vessels are to be covered by the insurance policies while building and until they are delivered to the owners, the risks attendant on launching being included It seems that the time limit in the case of the hattleships and cruisers is two years and that of the gunboats 12 months. Of course so large an indemnity as is required by the builders of these vessels could not be secured without the cooperation of practically every one of any

importance in the market. The principal casualty of importance to day is that to the steamer Acapulco, on the Pacific coast of America. The Acapulco, which is owned by the Pacific Mail Steamship Company sank at her wherf at San Francisco. The steamer is of 2,572 tone, built in 1893, and improvement,-" Engineering." valued at £35,000, of which account the owners retain a considerable proportion themselves.

The development of the mercantile marine

and of the railway system of Japan have been two of the most important factors in the rapid ing questions: industrial and commercial progress of that country, and it is, therefore, desirable that a careful note should be made of the conditions which affect them: The cting British Commercial Attaché to H. M. I mbassy at Tokyo bas at pplied interesting details of the subsidies given to Japanese shipping. General subsidies are given in respect of steamers plying abroad of at least 1,000 tons and ten knots speed, from the Sanitary Department were issued by and amount to 25 sen (6d.) per ton per 1,000 | the direct instigation of the Building Authority nautical miles, with increases for greater size or any officer in the office of the Building and speed, and decreases for age, etc. Authority. 1906 was 152 30 1. Special subsidies are Sanitary Board or Sanitary Department officials granted in respect of certain services to Aus. who have done any of the above work mentioned amounting to 190,800%. in 1906. Besides these, Authority's repartment or charged wholly to

12. QUEEN'S ROAD CENTRAL.

"BLACK and WHITE,"

& Sons. Ld.:

AMERICAN.

Painful Swellings Formed in Armpitszand on Back-Itching Prevented Rest-Suffered Six Weeks and Became Run Down from Want of Sleep—Three Full Sets of

CUTICURA REMEDIES **ENTIRELY CURED HIM**

"I had been troubled with swellings under the armoits and on the small of the back accompanied by a burning itch to such an extent that I got very little rest, day or night. This had been going on for six weeks or more and I had tried various soothing ointments. these, however, gave only temporary relief, and as I was getting run down from the want of rest, I decided to con-**Bull a doctor**, but on noticing the Cuticura Remedies advertised in the paper. I thought I would give them a trial I used Cuticura Soap first, but this did not give the desired relief, then I tried Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills for three successive times. I am thankful to say that, though my trouble was painful and severe, my cure was complete within a month, and I in the future shall urge any one whom I come across afflicted with skin troubles to use Cuticura Remedies, knowing as I do the great good they have done me. I am never without a box of Cuticura Ointment in my home. Robert Beatson 81, High St., Fort William, Dec. 6 and

CUTICURA

The Great Skin Cure and Purest and Sweetest of Emollients.

Cuticura Ointment is, beyond question, the most successful curative for torturing, disfiguring humours of theskin and scalp, including loss of hair, yet compounded, in proof of which a single anointing with Cuticura Ointment, preceded by a hot bath with Cuticura Soan. and followed in the severer cases by a dose of Cuticura Pills, is often sufficient to afford immediate relief in the most distressing forms of itching, burning, and scaly humours, eczemas, rashes, and irritations, permit rest and sleep, and point to a speedy cure in the majority of cases, when all else fails.

A Single Set often Cures. Sold throughout the world. Depois: London, 27, Charterhouse Sq.; R. Towns & Co., Sydney; Lennon, (I.td.), Cape Town, etc.; B. K. Paul, Calcutta; Potter Drug & Chem; Ourp., Sole Props. . Post-free, Cuticura Booklet.

there were special subsidies under somewhat. different conditions for the European and American runs, amounting to 443,2 0l. during 1906. This made a total of 785,800%. There are also constructional subsidies paid both on the hulls and engines; the amount of these during 1906 was 73.750l. This sum, it is is contended, is insufficient for the purpose, and may have to be supplemented. We have already given particulars of the arrangements for the nationalization of Japanese railways, and the commercial attaché now reports that the work is to be proceeded with gradually, the period during which seventeen of the railways are to be acquired being ten years. In 1905 there were thirty-eight private lines of railways, with a mileage of 3,268 and a capital of 27.529,090/. It was decided as a beginning to take over during 1906 the following lines:-The Nippon-Sanyo; the Hokkside-Tanko; the Gamjetau; the Kotu; and the Nishinari. These lines have a total mileage (open) of 1530. and a capital of 13,020,7301-) and the cost of building (including lines under construction) was 10.390,654/. The purchase price of the above lines is put at 25,318.0781, and to prevent any disturbance of the money market the purchase is to be made with five per cent bonds payable within five years of the purchase. The total cost of taking over all the seventeen lines is put at 45,935,2841. According to returns for the year ending April 30, 1906, the net profit of the private railways was put at a little under 2,450,000l. It may be interesting to observe that for the same year the percentage of work ing expenses to gross profits was nearly identical on both Government and private lines, being slightly over forty-six per cent. Various extensions are being made to the Japanese Government railways (trese are the railways directly constructed by the Government). The doubling of the Tokaido line is progressing. It is stated that some 2.70 1.0001, will be devoted in 1907 to the work of railway extension and

SANITARY BOARD.

At the meeting to-day, Mr. A. Shelton Hooper, pursuant to notice, will ask the follow-

(a) How many notices to abate nuisances under Part III. of the Public Health and Buildings Ordinance have been issued by the Sanitary Board Office on the reports of Sanitary Inspectors since the Ordinance came into force. (b) Whether any, and if so, how many of them have been before the Building Authority. (c) Whether any of these notices emanating

amount of such subsidies during (d) Whether any part of the salaries of the tralian. Chinese. Korean, and home ports in question No. 1 is charged to the Building the Sanitary Department

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are no pracred for a fixed period will be continued until countermanded. Orders for culra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only sup-

piled for Cash.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of MESSES. J. C. DOS REMEDIOS and SAN PAK MIN in the Firm J. C. DOS REMEDIOS & CO., ceased on the 30th September, 1907. J. C. DOS REMEDIOS & CO. Hongkong, 1st October, 1907. HONGKONG GYMKHANA CLUB

THE FIFTH and last MEETING of the Season will be held at the Happy-Valley, on SATURDAY, 5th October, 1907, com. mencing at 3 P.M.

The Charge of Admission will be 31 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform half price. The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for events Nos.

REGINALD F. C. MASTER, Hon Sec. and Treasurer. Hongkong, 1st October, 1907. FOR SALE.

TIWO VALUABLE BUILDING SITES I for Sale, Approximate Area 25,290 sq. ft. situate British Concession, Shameen, Canton. For further particulars apply to

Care of "Daily Press" Office. Hongkong, Ist October, 1907. TO LET.

DIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kow-Apply to-

HEWAN & CO. Care of China Merchants S. N. Co. Hongkorg, Is October, 1907. NOTICE TO CONSIGNEES.

FINE P. & O. S. N. Co.'s Steamor

" POONA." FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hougkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 6th Oct., at 4 P.M.,

will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the

E. A. HEWETT.

Superintendent. Hongkong, 30th September, 1907. S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medce" and "Obarente," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the bazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless

intimation is received from the Consignees before Noon, To-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after MONDAY, the 7th Oct., 1907, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 7th Oct., 1907, or they will not be

All damaged packages will be examined on MONDAY, the 7th Oct., at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Hougkong, 30th September, 1907.

THE HONGKONG WEEKLY PRESS and CHINAOVERLAND TRADE REPORT is now ready and contains :-Epitome of the Week's News.

Leading Articles. Weihaiwei. Mixed Moralisings, Chinese Esperanto. The Tientsin Post Office. The Korean Boundary Dispute. The Colonial Office Re-shuffle. Bad Business. Hongkong General Chamber of Commerce, all in equal proportional quantities. Supreme Court.

St. Andrew's Society. The Swatow Rebellion Case. Hongkong Cricket Club. Hongkong Cricket League. Kow oon Cricket Club. Graigengower Cricket Dlub. V.R.C. Aquatic Sport.

Ho gkong Football Yacht Club. Water Polo Shield Competition. H.E. Wu Ting Fang. Steel Cruiser for China, Adsetts.

The Hongkong "Basket." Modorn Education in China. Commercial.

Extra copies 30 cents each, Cash, Copies can be posted from the Office to eddresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription : S12 per Annum, payable in nivance; postage \$2. Hongkong, 1st October, 19)7.

NEW **ADVERTISEMENT**

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGA. PORE AND PENANG.
Having connection with Company's Mai. Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER.

BANEAN; ADRIATIC, LEVANTINE and SOUTH AMELICAN POETS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCHLONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO! Captain Gravone, will be despatched as above on FRIDAY, the 11th Oct., at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & Co.,

Hongkong, 1st October, 1907.

INTIMATIONS HINESE IMPERIAL GOVERNMENT

7% SILVER LOAN OF 1886, E. 42ND HALF YEARLY DRAWING.

TNTEREST due and drawn Bonds of this Loan will be payable at the Offices of the Corporation on and after the 30th September, 1907. List of Drawn Bonds can be otsized on application to the Undersigned.

For the Hongkong & Shanghai Banking Corporation; Agents Issuing the Loan. J. R. M. SMITH, Chief Marager.

Hongkong, 30th September, 1907. HONGKUNG AND SHANGHAI BANKING CORPORATION.

> NOTICE. INCREASE OF CAPITAL.

CHAREHOLDERS are reminded that the SECOND and FINAL CALL of £15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October. For the Hongkong & Shanghai BANKING CORPORATION,

J. R. M. SMITH, Chief Manager. Hongkong, 24th September, 1907.

NOTICE.

TIHE Undersigned have been appointed SOLE AGENTS for the KAM WING FAT Shop of Sandakan for the Sale of their Timber; and no other person or firm in Hongkong has any right or authority to deal their goods under any consideration whatever.

The following is the mark, which distinguishes the goods of the Kan Wing FAT:-B. H. A. S. C. K. M P. THE KUNG FAT YUEN.

No 69, Bonham S rand E 181, Hongkong. Hongkong, 30th September, 1907.



THENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for one year from 18th October 1907. viz :-TEAK BAULK.

AMERICAN FIR OR THICKSTUFF OREGON PINE SCANTLING, CAMPHOR WOOD | PLANK, and HARDWOODS BOARD. OREGON SPARS

Form of tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if nec ssary, with a statement showing the expenditu e of the different descriptions of material during the twelve months ending 80th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be receiv d till noon on 7th proximo, should be sealed and addressed to the COMMODORE, H.M. Naval Yard. Hongkong, 27th September, 1907. 1576

EMPLOYMENT.

TATANTED by a Young Man with good reference. A fast Typist with good knowledge of General Office work. Apply to INWANT,

Care of " Daily Press " Office. Hongkoog, 23rd September 1307 YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRA-LIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM RED MAHOGANY WHITE do. GREY BOX TALLOW WOOD BLACK BUTT WHITE STRINGY BARK RED TURPENTINE

Size of Sleepers: If it. long by 9 in, wide by Price in Hongkong currency C.I.F. Wong-sha Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the at Current Rates. Railway Co.'s Head Office, Canton, MONDAY, the 14th October, 1907 at 2 P.M. All Sleepers must be accompanied by a Government Certificate. All Tenders must be accompanied with 500 dellars. The right to accept or reject any or all

of the Tenders is reserved. THE KWONGIUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LD. Canton, 28th August, 1907.

ON SALE. DOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50. "On sale at the "Hondkond Daily Press"

Hongkong 26th July 1907.

INTIMATIONS

CLUB GERMANIA

NOTICE.

THE DRAWING of 60 DEBENTURES A. of the Club Germania, was held at the Club on Friday, the 27th inst., when the following Debentures were drawn for Redemp-

142 154 155 161 221 222 255 275 277 295 327 328 350 364 373 397 421 423 431 437 439 458 462 474 483 491 500 517 545 546 550 556 583 585 will be payable at the DEUTSCH

ASIATISCHE BANK on and after MONDAY, the 20th September in exchange for surrender of same. For the Committee,

H. SCHUMACHER. Hon. Secretary. Hongkong, 30th September, 1907.

THE SHANGHAI CLUB.

Issue of Taels 170,000 DEBENTURES bearing the 1st October, 1907, at 3 P.m., at have (part of a total authorized issue of Taels 450,000 DEBENTURES.

THE COMMITTEE of the SHANGHAI L CLUB are prepared to receive applications for Taels 170,000 DEBENTURE bearing interest from date of issue at Six per cent, per annum payable half yearly of the 30th June and the 31st December in every year. The DEBENTURES will be issued the rate of Tls. 96 per Tls. 100 DEBENTURES and will be redeemable at

par at the end of twenty years. The Fecurity will consist of a first charge on the land belonging to the Club containing an area of about Three mow Five fun and the Club buildings and it is intended the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for

the DEBE TULE HOLDERS Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tis. 100, to suit convenience of applicants. By Order of the Committee,

C. G. CLOSE, Secretary, Shanghai Ulub. Hongkong, 6th August, 1937.



CODE WORD: "DOCK." A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom... Water on Blooks at Spring Tide 341 DOCK No. 1. Extreme Length...

Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2. Extreme Length 571 feet

Leagth on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP. Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL always kept on hand.

The COMPANY has the powerful steamer condition. Teak floor throughout. The OURA MARU" (712 tons, 700 I.H.P. bonse is sheltered from the North-East and specially built for SALVAGE PURPOSES has an uninterrupted view to the South-West, Bbort Notice. Special grant always ready is cool, quiet and private.

ON SALE.

THE TRECTORY AND THRONICLE

FOR 1907.

Complete Edition ... \$10.00 Small Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co.

Hongkong, 13th August 1806. AACHEN AND MUNICH FIRE IN. SURANCE CO.

OF AIX LA-CHAPELLE. THE Undersigned, baving been appointed 1145 AGENTS for the above Company, are propared to ACCEPT BISKS against FIRE

REUTER, BROCKELMANN & CO. 4" g ong, 21st April, 1897. NJORTH BRITISH AND MERCAN. IN TILE INSURANCE COMPANY.

AUTHORISHD CAPITAL ... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000

PAID-UP CAPITAL 687,500 .0 0 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 27th April, 1907.

Agents.

PUBLIC AUCTION.

AUCTIONS

THE Undersigned have received instructionsfrom THE OFFICIAL ADMINISTRATOR, to Sell by Public Auction,

For Account of the Estate of the late Captain E. H. GRAINGER. TO-DAY (TUESDAY) the 1st October, 1907, at Noon, at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street. THE GOODS AND CHATTELS

TERMS :- As usual HUGHES & HOUGH, Auctioncors. Hongkong, 30th September, 1907.

of the above-named deceased.

PUBLIC AUCTION.

TAR. GEO. P. LAMMERT has received

Rooms, Duddell Street. THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong,

uamely --All that piece or parcel of ground situate at Victoria, aforesaid registered in the Land Office as Section "B" of Inland Lot No. 454; area, 6240.05 square feet or thereabouts; Term, 999 years; annual Crown rent, \$95.14; together with all the old building materials of the houses formerly known as Nos. 238, 240, 242, 244, 246 and 248 QUEEN'S ROAD WEST, Victoria, aforesaid as they are on the said piece of ground. For further Particulars and Conditions of Sale, apply to

W. T'SO. Solicitor for the Mortgagee, or to GEO. P. LAMMERT, Auctioneer. Hongkong, 14th September, 1907.

PUBLIC AUCTION. THE Undersigned has received instructions from the concerned to Sell by Public Auction, at MUREAY PIER,

TO-MORROW (WEDNESDAY), the 2nd October, at 5.30 P.M. BRITISH REGISTERED CRUISING

YACHT "KUKUBURRA," 53 feet overall; 11 ft. 7 in. beam; 41.74 gross tonnage; copper bottomed. Commodious Cabin, Lavatory and Pantry (with Ice Chest) Accommodation, and Larga Deck Space.

Sails and rigging in excellent condition; two new sun awnings and stanchions, three Anchors, Chain and Manila Cable, Lamps, Life Broys, etc., etc. New Dinghy with Mast and Sail, TERMS :- Cash on delivery.

GEO. P. LAMMERT, Auctioneer. Hongkong, 25th Feptember, 1907.

FOR SALE

FOR SALE. INLAND LOT No. 1706.

CITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole-Hotel). The property contains by admeasurement 103,950 square feet. Crown Rent, \$288.00 per

sinum. For further particulars, apply to GOLDRING & BARLOW, Solicitors, 10, Quean's Road Central. Hongkong, 12th September 1907.

FOR SALE.

"KELLETT CREST," THE PEAK. FIVE ROOMED BUNGALOW on Mount Kellett with four Bathrooms two Drying Rooms, Tiled Kitchen, excellent A LARGE STOCK of MATERIAL is Servants Quarters, Chicken Houses, Garden and Tennis Lawn. All in first class

Price \$25,000, of which part could remain on Mortgage at 7 per cent. W. J. SAUNDERS. Apply to-Hongkong, 4th September, 1907. 1447

STORAGE. FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1908.

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS. ASIATIO STAMPS. MIXED STAMPS. 100 for \$0.80 500 for \$ 3.90 150 , 1.75 1000 , 10.00 1500 , 25.00

3000 , 95.00 Also Stamps in bags, sets, &c., &c. ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited. GRACA & CO. Hongkong Hotel Corridor.

85.40

5.75

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

ON SALE.

DEMAND DRAFTS ON BOMBAY TOTAL FUNDS AT 31sr DECEMBER, 1906 On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

> RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

FROM 1893 TO 1905;

PRICE: \$1 CASH. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

BANKS

THTERNATIONAL DANKING MORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama. CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$5,900,000 RESERVE FUND Gold \$3,250,000. = about Mex. \$5,900,000

HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World. LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND

LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCKES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives instructions from the trages to sell 2% per annum on Daily balances and accepts

the following rates :per annum, goon's Boads, ANDERSON, Manager. Hongkong 24th TTONGKONG AND SHANGHAI

BANKING CORPORATION. PAID-UP CAPITAL ... \$10,000,000 RESERVE FUNDS: STERLING £1,000,000 at 2/-= \$10,000,000 11,750,000

RESERVE LIABILITY OF PROP'TORS 10,000,000 COURT OF DIRECTORS. G. H. MEDHURST, Esq.—Chairman. Hon.Mr. HENRY KESWICK .- Deputy Chairman, A. Fuchs Esq. E. Shellim, Esq E. Goets, Esq. R. Shewan, Esq. A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lensmann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Eag.

CHIEF MANAGER flonghong-J. R. M. SMITH

MANAGER: Shanghai-H. E. R. HUNTER LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 21 per cent, per Annum. For 6 months, 31 per cent, per Annum. For 12 months, 4 per cent. per Annum. J. K. M. SMITH. Chief Manager, Hongtong, 17th August, 1907.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. CION. Rules may be obtained on application. INTEREST on deposits is allowed at 3

Per Cent, per annum. Depositors may transfer at their option balances \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED D. POSIT at 4 Per Cent. per annum. For the Hongkong and Shangha BANKING CORPORATION,

J. R. M. SMITH. Chief Manager, Hongkong, 12th January, 1907. NYEDERLANDSCH-INDISCHE HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,112,570.36 (£176,048)

HEAD OFFICE: AMSTERDAM. SUB-OFFICE: THE HAGUE. HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Welterreden.

CORRESPONDENTS at: Cheribon, Tegal,

Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Bombay, Madras, Colombo, Karachi Djeddah, Bangkok, Saigon, Shanghai BANKERS: THE WILLIAMS DEACONS BANK. SWISS BANKVEREIN.

Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIA. Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS ET DES PAYS Vienna: Union Bank. Rome: Banca Commerciale Italiana

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description Banking and Exchange business.

INTEREST ALLOWED. On Current-Account at the Rate of 2% per annum on the Daily Balances. On Fixed Despoiet: 12 months 4% per annum. Daily balances. . 3 do. 3% do.

J. BOETJE Manager,

No. 16, Des. Voux Road Central.

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER

C PITAL SUBSCRIEND Yen 5,000,000 HEAD OFFICE: TAIPER, FORMORA. BRANCHES AND AGENCIES:

Tainan Nagasaki L'ameni Foodhow Osaka Tokio Keelung Shanghai Yokohama HONGKONG OFFICE. 3. DES VOUY ROAD. Interest allowed on Current Account Deposits received on terms which may be

Hongkong, 5th April, 1907,__

D. TOHDOW, Manager.

on application.

TAKEO TAKAMICH Manager.

BANKS

THE

WOKOHAMA SPECIE BANK

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS ,, 15,050,000

Sau Francisco

Honolulu

Hankow

Peking

Mukden

Port Arthur

BRANCHES AND AGENCIES.

Kobe

London

Shanghai

Tientsin

Licyang

Chang Chun

HEAD OFFICE-YOROHAMA.

HONGKONG-INTEREST ALLOWED

On Current Account at the rate of 2 per

On fixed deposits for 12 months 5% per an

per annum on the daily balance.

Dalny

Tokyo

Nagasaki

New York

Newchwang

Bombiy

Chefoo

Antung

Tieling.

Hongkong, 25th September, 1907. NYEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHBELANDS TRADING SOCIETY).

ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ... FL. 5,000,000 (2417,000

HEAD-OFFICE : AMSTERDAM. HEAD AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascerocan, Tjilatjap, Padang, Medan (Doli), Palembang, Kota-Radja, (Acheen) Bandjermasin. Correspondents at Macassar Bombay, Colombo, Madras, Pondicherry, Calcutta,

York, San Francisco, &c., &c. LONDON BANKERS: -THE UNION OF LONDON AND SMITHS BANK. LIMITED.

Bangkok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney, New

The Bank buys and sells and receives for collection Bills of Exchango, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily

3 do. 31% J. L. VAN HOUTEN Agent. Hongkong, 8th June, 1907. EUTSCH-ASIATISCHE BANK.

On Fixed Deposits 12 months 41% per annum.

CAPITAL FULLY PAID UP ... Sh. Taels 7,500,000 HPAD OFFICE-SHAHJHAL BOARD OF DIBECTORS, BURLIS. BEANOHOS: Berlin, Hamburg, Celcutta,

Hankow.

Tientein, Peking, Tsinania, Tsingtau, Kobe, Yokohama, Singapore. Founded by the following KORNIGLICHE SERHANDLUNG (PREUSSISCHE STAATSSAME) Berlin,

GMBELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER BERLINER HARDELS-Gesei lechapt Berlin, BANK LUME HANDEL UND INDUSTRIE ROBERT WARSCHAUDE & Co. MENDELSSOHN & Co.

DIRECTION DEE DISCONTO-

M. A. VON BOTHSCHILD &?

SORHER Frankfurt a/M JACOB S. H. STERN NORDDBUTSONE BANKIN HAMBURG, Hamburg SAL. OPPERHRIM, JR., & Co., Koeln. BATERISCHE HYPOTHEREN UND WECHSEL-BANE, MURNOHAN.

LONDON BANKERS. Mesers. N. M. ROTHSCHILD & SON: THE UNION OF LOND IN AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHFAT. INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. F. JUNG,

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON.

PAID-UP CAPITAL £800,000 Shortly to be increased to £1,200,000 RESERVE FUND Shortly to be increased to £1,475,000 RESERVE LIABILITY OF PROPRIE-TORS £800,000

On Fixed Deposits for 12 months 4 per cent for 6 JOHN ARMSTRONG.

Hougkong, 16th May, 1907. THE MERCANTILE BANK OF

INDIA, LIMITED.

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED ERPOSITS: For 12 months ... 4 per cent. For 6 " 3½ per cent. For 3 EVAN ORMISTON.

Manager, Hongkoug, 7th January, 1907.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the

Manager.

AUTHORISED CAPITAL ... SUBSCRIBED PAID UP Bran Doko BANKERS:

Manager, flongkong, 30th April, 1907,

"THE SALT OF SALTS" Effer-Salt

Abbey's Salt, as a beverage, makes a delightfully cooling and tonic drink.

Abbey's Salt, as a medicine, aids digestion, keeps the Bowels regular, touches up the Liver and tones the Stomach.

Abbey's Salt, by making a bad Stomach good, keeps the whole system in perfect order.

Try Abbey's Salt, and you will probably regret you did'nt know about it sooner. Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.



OF GREENOCK AND HAS BEEN SOLD AS Nº 4 SINCE 1831

SCOTCH WHISKY

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO,LTD.

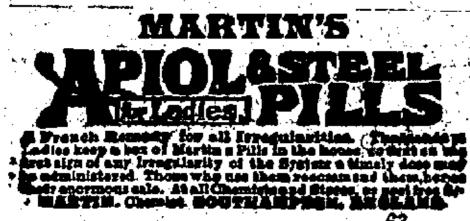
NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG. New Twin Ecrew Steamer, Capt. J. McGINTY, Leaves Hongkong for Canton at 9 P.M. on MONDAY, WEDNESDAY AND FRIDAY

Leaves Canton for Hongkong at 5,30 P.M. on TUESDAY, THURSDAY & SATURDAY. Fare 1st Class - - \$3 single passage Meals - \$1 each.

SPECIAL EXCURSIONS TO MACAO on every SUNDAY Leaving Hongkong at 9 A.M. Returning from Macao at 6.30 P.M. Fare 1st Class \$1.50 single passage

Meals Si each. Servants' passages must be paid for. CHEUNG ON STEAMBOAT CO., LD., No. 222, Des Voeux Road Central. Hongkong, 19th September, 1907.



TITSU BISHI GOSHI-KWAISHA BISHI CO.) (MITSU

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. Al ABC 5th Ed., Western Union Codets used All Letters Addressed : MANAGER MITSU BISHI Co. with name of place under. BRANCH OFFICES:--: NAGASAKI, MOJI, KOBE, KARATS SHANGHAI, HONGKONG, &

AGENCIES :--YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messes. MACONDRAY & Co. SOLE PROPRIETORS of Takashima Ochi, Shinnew, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries. T. MATSUKI, Manager, Hongkong. No. 2, Pedder Street.

VISITORS TO CANTON.
Should purchase FROM HONGKONG TO CANTON. BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (B.S. "FAT HAN" With Illustrations, Maps and Plans. Prico \$1.9) On Sale at-

Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH. Messrs. W. Brewer & Co. Messrs. A. S. WATSON & CO Canton: Hongkong, 4th October, 1903.

THE EVOLUTION OF HONGKONG.

[Written for the Daily Press.]

As a Colony Hongkong had its natal day on the 26th of January, 1811, when the Union Jack was officially raised on the spur forming the western boundary of Taipingshan, as well as on the Peak. This was in accordance with a circular issued six days proviously by Cipt. Charles Elliott, Her M. jesty's Plenipotentiary, informing all British subjects that arrangements had been made between him and the Imperial Chinese Commissioner Kisher that the Island and Harbour were ceeded to the British Crown, but that all just charges and duties to the Empire upon the commerce carried on there would be paid as if the trade were conducted at Whampos.

The hoisting of the flag was, however, only the penultimate act of a long series of events, which may be said to have commenced as long ago as the year 16 5, when the ship London despatched by the East India Company arrived in the month of July at Macro. Prior to this the Company had traded with Japan, where on the island of Kirado near the Goto-Islands it had established a factory. It had also made attempts to open a trade at Amoy, but had met with but little success. The time was not propitions; at home the country was in the threes of revolution, and in Chica the Ming dynasty was falling, the present Manchurian rulers were rapidly consolidating their power, and the entire coast was in a state of lurmoil.

Up to this time the Portuguese had been theonly European nation who had any established trade with Chins, In 1623 the Datch had attempted to wrest from them the monopoly of the trade and hid attacked the Portuguese settlement at Macao, but had been repulsed. The Dutch then attempted to found a station of their own in Taiwan in Formosa, and for a little time were successful; but intrigues and divided counsels, and want of support from lead-quarters in Batavia, as well as the growing strength of the pirate Koxings, afterwards taken into the service of the new Manchu Dynasty, in the end had their effect in crushing out the Datch. An agreement had been maan while come to between the English and Dutch to trade in common, but the Dutch, it was comp'ained, did not fairly carry out their share, and this induced the English to actaltogether on their own account. At first an effort was made to work with the Porluguese. and fix the headquar ers of the trade at Macao, Partly from jealousy of the new comers whom they esteemed little better than interlopers, and partly because the authorities at Macao feared to incur the displeasure of their Chine is hosts, the Captain and Supercargo found their visit made unpleasant, and Captain Weddell determined to take his ship up to Cauton. When he arrived at the Bogne his further progress was forbidden, and fire opened on the London. Probably well informed as to the reason, which seems to have been the unauthorised action of the lower officials, Captain Wed lell boldly bombarded and silenced the forts and went up to the auchorage at Whampon where the ship anchored. The consequence of his setion was that he received an invitation to an audience with the Vicercy, who received him with honour, and in a friendly apirit: and agreed to the English ships being permitted to trade on the same terms as the Portuguese. There has alwa s existed an ineligation to look upon Captain Weddell's action as little better than that of a free-booter, and the Viceroy's attitude as dictated by fear. There is, however, no real reason to suspect the Viceroy

as other than sincere. In the first place the Manchu authority had not yet been established at Canton, and in the next there is little reason to doubt that the resistance at the Bogue had really been brought about by Portugues intrigue acting on the military commander. The Viceroy was apparently only too pleased to ut'lise the English. man as a counterpoise to Portuguese pretensions. Exclusion of the Foreigner had never been raised to a principle of politics under the Minge.

In 1622 we find the Company consulting the head of its Presidency, then temporarily stationed at Bantam, regarding the proposed opening of its trade:—"Three things," is the reply, "are more especially made known unto the world. One is, the abundant trade it affordeth. The second is, that they admit no stranger into their country. The third is, that trade is as lif : unto the vulgar, which in remote parts they will seek and accommodate with hazard of all they have.

"In these three considerations it is sasily conceived how and where intercourse with that nation is to be expected; for it requireth no of the English and Dutch Companies, let alone more care than to plant in some convenient place whither they may come, and then to give them

knowledge that you are planted." From the beginning the idea of a settlement. to place any higher estimate on the Powers that where trading could be carried on without mole. lay behind than on the half civilised races who station with the muigland of China had been lay around, and whom they hadiconquered almost familiar to the Company, but the trouble was without a struggle We have perhaps been where to find it. The Dutch had for many more diffuse in our description of the early years sought permission to trade directly along | condition of our intercourse with China than the the coast, but disappointed with their want of occasion would seem to warrant. On the other success had settled down on Formosa; - "a hand the causes that brought about modern place not inconvenient in respect of nearness. but a barren haven, an open road, and innconvenient for shipping. "Yet," it goes on to say, of both parties, native and foreign, during the "should washew ourselves to trade there with the Dutch, it should be guarded with those difficulties and infinite charges, as if it were a silver

It was to cut the gordian knot that Captain Woldell made his bold attempt to enter into relation with the high officials direct; commercially the visit was not a success owing largely it would seem to the obstacles plac d in the way supercargoes to live on shore, and the Company ever timid about entering on new enterprises did not for some time repeat the experiment. But meanwhile the entire aspect of affirs was changed. "Although the Tartar dynasty was

years clapsed before tranquillity was restored to the empire. These events, combined with the establishment of Courteen's association, originally promoted and conducted by Captain Weddell in 1635, accompanied by hostile proceedings at Canton, in which they were the Portuguese trade at the moment when the power of that nation had been greatly reduced in the East, made it impossible to prosecute with any prospect of success the trade either with Canton, or China generally."

Then, of course, followed the civil war at home, which reduced to the lowest the finances of the Company, and rendered it powerless to undertake any new schemes. A letter from one of the Company's agents, still at Bantam, interesting from the light it throws on the conditions of the period. "The experiment which you desire we should in the with one of our small vessels for trade into China, we are certainly informed by those who know the present well, cannot be undertaken without the inevitable loss both of ships, men, and goods; for as the Tartars overrun and waste all the island country, without settling any government in the places which they overcome, so fleet at sea of upwards of 1000 sail of great ships (as is confidently reported), rob and spoil all th sea coasts, and whatsoever vessels they can meet with; and how one of our feeble vessels would be able to defend themselves against such forces is easy to be supposed. As for the Portugals in Macao, they are little better then mere rebels against their victory in Goa, having lately murdered their cap ain-general sent thith or to them and Macao i'self so distracted amoust themselves. that they are dilly spilling one another's blood But put the case, all these things were otherwise, we must needs say we are in a very poor you will not allow us factors, shipping or trade already you have on foot; and therefore the Dutch but laugh at us, to see us meddle in new undertakings being hardly able to support

The excitement and suppressed indignation under which the writer was evidently labouring is a sufficient explanation of the absence of grammer; but this unvariabled record gives us never the less a vivid idea of the conditions under which our trade with China had its beginning. and doubtless in the long run the memory of the helpless condition of the English Company had its influence in increasing the haughty times, however, were coming, and we find the Protector Cromwell in 1654 entering into a treaty with John IV of Portugal, giving on the part of each nation to the other free access to all its ports in the East, but owing to the highmaking the Company disgorge as a forced loan £50,000 received as an indemnity from the Dutch, and a delay in renewing its charter, the Company was unable for the time to take

advantage of the opening. Still anxious to carry out the project of than at Cauton. In 1689 Amy, with which submitted to the new dynasty, and the Manchus distrusting their Chinese subjects, and themselves despising trade, made exclusion their fundamental policy towards foreign nations, while at home they did their best to isolate each of the provinces from its neighbours. The old industries of the nation were discouraged, except so far as they administered to the luxuries of the conquerors, the road permitted to fell into disrepair, and the mine closed. For convenience sake foreign trade was indeed, to be permitted at Canton, that being the extreme southerly port of the Empire, bu it was to be distinctly impress d on the foreigner that it existed only on sufferance, and in no way for his benefit. Above all things the Emperor at Peking was not to be disturbed by any references, and to effectually carry this out, he handed over the superintendence of the whole to a special commissioner quite inde. pendent of the provincial authorities, who was allowed his own separate staff, and was responsible to the Emperor direct.

We with our accumulated experience can se that such an arrangement could not be permanent, but this was by no means equalievident at the time; and in any case the conduct that of the Portuguese adventurers who swarmed in the China seas, was not such as to induce the officials who represented the Chinere Emperor seated; and to rightly understand the conduct three conturies of what may be called incubation some notice must be taken of an terior events.

With the renewal under the Great Seal by the Protector Cromwell of the charter of the East India Company, a little more life s'ems to have been infused into the languishing trade. A this -period-the-Company's headquarters for its Far Esstern trade was fixed at Bantam in Java close to the Straits of Sunds, where both by the Portuguese, who refused to permit the English and Dutch Companies had factories. In August, 1682, the Dutch captured Bantam, and the Company had perforce to transfer its. headquarters to Surat in India. This was by no means so favourable a site on account of the

confirmed on the throne in 1810, a series of | enormous distance, and the absence of any batter. means of communication than was afforded by sailing vassels; and one of the consequences was that from that period there was an absence of "touch" between the Council at Surat and the Committee of Supercargoes in China.

In part this was endeavoured to be remedied followed by the Dutch, who likewise opposed by the employment in the trade of the Company's own ships instead of the "country "ships engaged at high freights at Bantam, but the Council at Surat conceiving that the sole rism d'étre of their intersourse with China was trade; and unable to comprehend the culm indifference, with which, up to at least the ondo the 17th contury, the warlike Manchus regarded trade and traders, instructed their supercargues to submit to any judignity and exection rather than by protestations endanger the stoppage of the trade. Following to its legitimate conclusion this line of argument it refused to consider, or even listen to, the well founded comonstrances of those on the spot, which it affected to look upon as an in lightion of state and condition of that country very a warlike spirit. Of course, there was some exense for the Company desiring above all things not to be involved in political mesher, which would sooner or la er nicesita te the employment of force. This had already resulted in their enforced assumption of political some of their great men in China, with a mighty rule in India, a state of affairs it recognised could not be with any prospect of suc cess be repeated in Chine, where the central power was The Committee at Canton, with the experience

gained on the spot, saw that a tame submission to all the whims of the individual officials with whom they had to come in contact could only result in exciting contempt, and represented this to the Court, which in its self-inspired wis lom rejected the statement as importment. Up to the commencement of the eighteenth century the Hoppo in person used to visit the ships on their arrivals and make arrangements condition is seek out new discoveries, while for their discharge, but about this time an attempt was made to create a monopoly sailors, scarce half sufficient to maintain the in favour of one man who was to be called the Emperor's merchanti it turned out that the Emperor's marchant was a min of straw, and wholly unable to provide the necessary funds, whereupon on a complaint to the Chi-fu the man was displaced, but not until he had exacted a squeeze of some six thousand taels per ship. The ex eriment was not forgetten by the officials, and from that time the business was diverted to merch cats selected by the officials, who alone were permitted to deal in foreign goods; and this practise finally grew into the hateful Hong System. Gradually all intercourse with the an horities direct was permitted bearing of the Canton authorities. Better to lapse, and the Hong Merchants became the sole medium of communication between the Company's factors and the Chinese Govern-

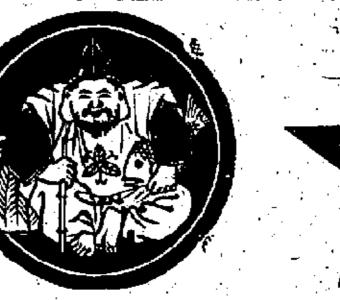
The usual course of price Ring at this time on the arrival of the Company's ships in China banded action of the Home Government in waters was for the Supercargoes to proceed to Macao to ascertain how affairs stood at Canton, if they found they were satisfactory, the ships proceeded to the Bogue, where some of the Hoppo's officers came on board; whereupon the Supercargoes announced their intention of calling upon that officer, who as a rule admitted them having a settlement of its own from which to | willingly to a personal interview. After the carry on trade with China, the Company about | usual compliments a series of bargainings went this period assayed to open intercourse with on and regular articles were proposed and agreed Tongking, but met with even werse indignities, to on both sides. The trade was to be free with whomsoever they chose. They were to be at some trade still survived under the old regime. liberty to employ what servants they liked. Each side was to punish its own people in accordance will well established custom. There were to be no embargoss put on the purchase of slores. Goods not sold were not to be charged with duty. Their boats with an officer on board and flying the flag were not to be molested, and no personal search s were to be made. The Hoppo would protect them against any attacks from the people Land from illegal exactions on the part of the other Mandarins, who were not to be permitted to meddle with the ships or traders. These stipulations were formally agreed to each season, and the ships were then permitted to go on with

their trading. It will thus be seen that as the Manchu rule. continued in its primitive state of efficiency. except that the agreement had to be made anew each season, there was little to complain of. The trouble commenced with the accession of the dark and suspicious, yet withal weak prince Yungcheng, the author of the celebrated "Amplification" of the Sacred Edict, with the reactionary precepts. Advantage had been taken of the accidental shooting of a boy by a petty officer of one of the ships to levy a prepos'erous squeeze, and this having been weakly paid, the next encroselment was to send a petty official on board to take stock of the guns, small arms, and powder. The affair was simply a 'try on '; the officer came, looked at a few guns laid out on deck, and the lost ground was never to be recovered.

From that time the infercourse was of the most unsatisfactory nature; in 1728 the charges having been arbitrarily raised to ten per cent. the Sprescargoes remonstrated, and determined as under the old regime they had been authorise. ed, to see the Tsungtu, whom by a strange alliteration the record calls the Isontock. They were ordered out of their chairs at the city gates, and with difficulty mads their way to the Yamen; conditions have been long continued, and deep. here they were told they could not be admitted as they did not have their linguist. They persevered, and after waiting a considerable time saw the great man, who directed them to hand their petition to his secretary, and then without perusing it, told them they should deal with the responsible merchanis and pay their dues. This seems to bave been the last interview, for the next time they made the attempt only the s cretary appeared who roundly rated them, and told them that in fu'nre they must address them. selves to the merchants. On their mildly remonstrating, and suggesting that the abuses to which they were asked to submit might oblige the Company to abandon their trade with Canton, he told them plainly "they might go if they pleased; other ships would come," and called their complaint "troubling him with a trifling affair."

[To be continued.]

BEER. JAPANESE_







"YEBISU"

"SAPPORO"

"ASAHI

AND A NEW BRAND OF SPECIAL LIGHT BEER "PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitious The largest demand in the whole of Japan. Quality speaks for itself. PRICE EXCEEDINGLY MODERATE.

> THE MITSUI BUSSAN KAISHA. SOLE AGENTS.

Hongkong, 12th August, 1907.

Have You Considered

how ver many serious illnesses develop from small ailments? The digestive and secretive organs become slightly deranged, and unless the cause is removed, the trouble becomes aggravated, and lasting sickness is almost certain to follow. The secret of good health is to right the wrong in its early stages, and no better corrective is known than

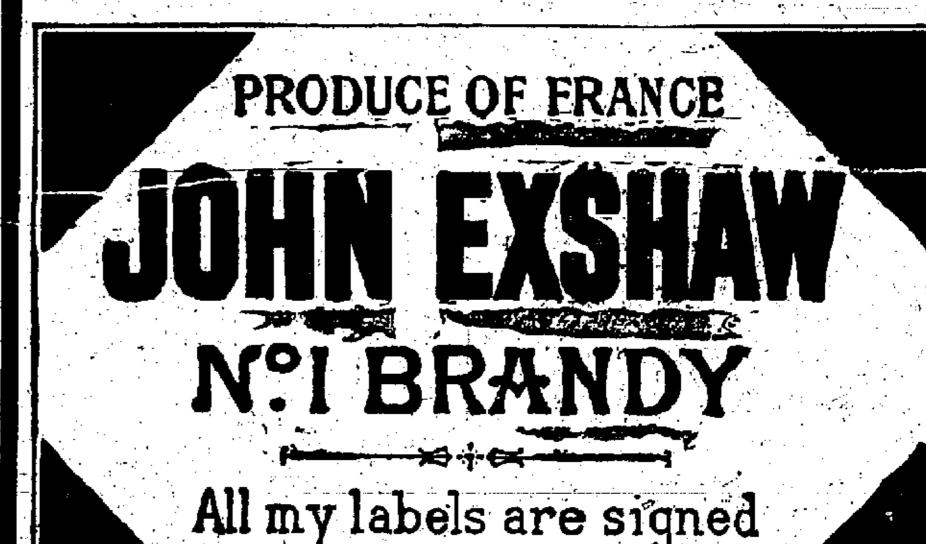
BEECHAM'S PILLS.

By their specific action on the stomach, liver and kidneys, they assist those organs to perform their proper functions, and so restore normal condition. Don't wait until you are really ill, but when you feel out of sorts, take BEECHAM'S PILLS, the handy remedy of the home. REMEMBER that in taking BEECHAM'S PILLS you are not trying an experiment. They are, and have been for many years, the only Family Medicine in innumerable healthy homes. With a box of BEECHAM'S PILLS handy you have a ready Buid at all Drug Stores and by all Medicine Yendors in China:

in boxes, price 9jd., 1,17 and 2/9.

Exshaw's Brandies.

IMPORTANT NOTICE.



Messrs. John Exshaw & Co. have to announce that in order to protect the public against imitations of their well-known No. 1 Brandy they have adopted the label herewith shown.

HEROS

From October 1st, 1907, all Shipments of JOHN EXSHAW No. 1. BRANDY will bear this label—

PRODUCE OF FRANCE

NºI BRANDY

All my labels are signed

John Exchairs

REGISTERED

ANGLO-AUSTRALIAN, Pritish str., 2,545, Lowis, 30th September - New York and Durban Kerosine Oil-Standard Oil Co. Bouneo, German str., 1.344, F. Sembill, 30th Sept.—Sandakan 24th Sept., General—

Melchers & Co. CRUNSANG, British str., 1,417, D. A. King, 20th Sept -- Moji 25th Sept., Coal-Jardine, Matheson & Co.

FRITHIOF, Norwegian str., 891, Olaf Anderson 30th Sept -- Swatow 29th Sept., General-Csaka Shosen Kaisha Hunan, British str., 1,142, C. W. Prickett, 29th September-Wuhn 24th Sept., Rice-

Butterfield & Swire. KWANGPING, British str., 1,120, Chapman, Both September-Hoiphong 28th Sopt., General-Shewan, Tomes & Co.

NANCHARG, British str., 30th Sept.-Conton. NANSHAN, British str., 1,299, Allan Jones, 30th September-Enigon 25th Sept.,-Rice and Ganeral-Bradley & Co. NIKKO MARU, Japanese str., 3,484, R. Swain,

30th Sept. - Melbourne 4th Sept., General .- Nippon Yugen Kaisha. CONA, British str., 4,877, A. F. Vine, 29th Sept. London August 17th, General-P. & O. S. N. Co.

SANUKI MARU, Japanese str., 3,789, S. J. G. Paisons, 30th Sept .- Shanghai 27th Sept, General-Nippon Yusen Kanha. YARRA, French sir., 4,141, Sellier, 30th Sept. Marseilles let Sept., Mails and General -

CLEARANCES AT THE HAPBOUR MASTER'S OFFICE, 30th September. Agamemnen, British str., for Laigon. Australian, French str., for Europe, &c. Dogny, Nerwegian str., for Chofoe. Ha ching, British sir., for Swatow. Knivsbirg, German str., for K. C. Wan, Mothilde, German str., for Haiphong. Triumph, German str. for Hollow.

DEPARTURES.

30th September. HUNAN, British str., for Canton. Iro Manu, Japanese str., for Shanghai. KIURIANG, British str., for Canton. Waishing, British str., for Ningpo. YARRA, French str., for Shanghai.

SHIPPING REPORTS The British str. Nauskan reports: Light to strong N. W. N. and N. Essterly winds and last day moderate head see, sharp rain squalls

> VESSELS IN DOCK September 30th.

ABERDREN DOCKS .- Neumuehlen. Kowloon Docks-Dragon, Powhatian, H.M.S. Moorhen, Kwongtung, Kwong Eng H.M.S. Hardy, Hopsang, Changsha, Keong-COSMOPOLITAN DOCKS.— Asia, Luneshan

VISSEIS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING," Capt. A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 1st October, at

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 28th September, 1907. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS TRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS, OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMBRICAN AND SOUTH AFRICAN PORTS.

THE Steamship

" DELTA," Captain C. L. Daviel, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 5th October at Noon, passengers and cargo for the above ports in connection with the Company's s.s "VICTORIA," 0,500 tons, from Colombo. passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steame. proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from London on 16th November, 1997. 4 P.M. the day before sailing. The content. and value of all packages are required.

E. A. HEWETT, Superintendent. Hongkong, 23rd September, 1907.

For further particulars, apply to

TOYO RISEN KAISHA.

SOUTH AMERICAN LINE.

Kegular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN FORTS (Karatsu, Kobe and Yekohama.) With option to Call at Mexican and other Coast Ports.

KASATO MARU" 6,100 On 10th Oct KATHARINE PARK" 5,000 End of Nov. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Puilding. Hongkong, 30th September, 1967.

THE RUSSIAN VOLUNTEER FLEAD

FOR ODESSA

THE Steamship

"KOSTROMA," will be ready to load here as above Middle October.
For Freight, apply to
MELCHERS & CO., of October.

Hongkong, 30th August, 1907.

ADVERTISED AS LUADING VESSELS

To as sertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthel at the Kowloon Wharf "k.w.," together with the number denoting the section. ' SECTIONS. 1. From Grann Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier.

I, From Green Island to the Harbour Master's		1	1		Navat Yara 4 From Navat	Yard to East Point,
		1 6 6 6 6				
TO THOMP MAN A TO A						
DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	
						TO BE DESPATCHED
The same of the sa					<u> </u>	
			 -		The state of the s	er 👫 seelisen 💮 🕟 😑 har een aantiisen hepkearijaan
ONDON &C., VIA USUAL PORTS OF CALL	DELTA	Brit, str		O.T. D.		•
UNINCELLIBED, AC., VIA PORMS OF CAR.	A USTRALIEN	Fren.str	· ·	U. L. Daniel. R.N.R.	P. & O. S. N. Co.	On 5th inst, at Noon,
MIAKOBILLES, LONDONA ANTWOODS OF A Single and the contract of	NAHUR	Brit, str.	· I	A GITOR ASSESSMENT OF THE PARTY	MRKSACTOING Manymetrus	To day, at 1 PM.
waromiller, bavke & copenhagen	Indien	Dan, str	1	art ti. Ethiride, R.N.R.	P. &. O. S. N. Co.	About 9th inst.
HAVRE & HAMBURG VIA STRAITS, &c. HAVRE & HAMBURG VIA STRAITS, &c.	BELGRAVIA	der. str	k. w.	Hildebrandt	Melchers & Co. Hamburg-Amerika Linih	End of October.
AVAL& HAMBURG VIA RTPATTE A	SULVIA	Ger. str	1	CONTRIOL CONTRACTOR	HAMBURG. AMBRICA LINIO	On 19th inst.
MALUED FATHER HAVER & MANTITON (BEISGAVIA	Ger. str.	'[' 	O 112 (6 HOLUI)	HAMRIDO AMBDICA Licera	On 12 h November. On 26th November.
TAXI LINDA UKENDA. ALGIRRA (IIDDATA) be	RHENANIA GOTBEN	Ger. str		TO TEUM, PROPERTIES AND ALCOH.	i HAMRIEG. AMPDINA Terro	To-morrow.
MATUJO, PLIMUUTH, HAVRE & WAMDITOA I	HOMENSTAUFEN	Ger. str	1	B. Wilhelmi	MELCHERS & Co.	On 9th inst., at Noon.
NATABO, HAYKKA HAMBURA 1974 Soon Lama	Silepia	Ger. str		THE PARTY OF THE P	I HAMBIDA ABRUSTA I TATA	On 30th inst.
ALERTE, &C., VIA MINGAPORE An	Persia	Aus. str	}	Bable P. Craglietto	HAMBURG-AMERIKA LINIE	On 11th December
OSPON C NECESTRATE TO THE	KOSTROMA	Rus, str		Ter bet bee bee an se		About 26th inst., P.M.
EUR VADTE	MUNCASTER CASTLE	Brit. str	_	*** *** *** *** *** ***		Middle of October.
EW YORK	Sikh	Brit. etr				On 26th inst.
LW YORK VIA PORTS & SUEZ CANAL ANCOUVER VIA PHANGHAL LAPAN A-	HEADIRY	Am. str	·		ARNHOLD, KARBERG & Co.	On 5th inst About 19th inst.
ANCOUVER VIA PHANGHAL JAPAN, &c.	UCKAN MONAHCH	Am. str		The same of the same of	SHEWAN TOMES & Co	On Such Management
ANCOUVER VIA PHANGHAL TADAM A.	EMPRESS OF INDIA	Brit. str		ene les les elections	.CANADIAN PACIFIC R. Co	On 24th inst., at 4 P.M.
TO A SULPER LONG LONG A COMMA OF A LADARY	Euveric	Brit. str Am. str	Im,		CANADIAN PACIFIC R. Co.	On 6th Nov., at Noon.
PALAU AND IUIIIUIIK VIA LAPANTIADMA A. I	KASATO MARU	Jap. str		Total and the second	DODWRLL & Co. Lan	On 15th inst.
COLUMNIAN FORTS VIA MANTIA	CHANGSHA	Brit. str.	Im.	L. MIOLI	TOYO KISEN KATRUA	On 10th inst.
OVOUAMA TODD	MANILA	Ger. str.		J. Minssen	BUTTERFIELD & SWIRE	On 10th inst., at 1 P.M.
VALUAAANIA ANII RIIRK	CHINGTU	Brit, str	,	W. B. Brown	MELCHERS & Co. BUTTERFIELD & SWIRE	On loth inst., at Noon.
	PRINZ WALDEMAR.	Ger. str		W. von Senden	MELCHERS & Co.	On 10th inst., at 4 P.M.
LEFOO & NEWCHWANG	TURBODAS	Dut. str	_ 	anare in the	JAVA-CHINA. JAPAN TITIN	About 18th inst. Quick despatch.
	THANCHANG	Brit. str.	lm.	TYOU'S IS	BUTTERFIRED & Swipe	On 3rd inst., Daylight.
ANGHAI, MOJI, KOBE & YOKOHAMA	A UEICHOW POONA	Brit, etr.	lm.	CAL TI CORRE (***)	BUTTERFIRED & Swipp	On 21st inst, at 4 P.M.
TANGHAI, NURE & YOKOHAMA	HOMENSTAUFEN	Brit, str		A. F. VIDE, K.N.R.	P. & O. S. N. Co.	Quick despatch.
LANGHAI	DELHI	Brit. str.	K. W.	U WKTI	MAMRITRA, A MEDITA L. TARIB.	To-day.
LANGUAL VIA NINGPU	A WONGSANG	Brit. str	· ;_)	W. P. Baker	P. & O. S. N. Co.	About 4th inst.
IANGHAL NAGARAKI, KOBER YOKOHAMA !	Roon	Ger. str	· · · · ·	G. Meiners	JARDINE, MATHESON & CO., LD.	On 5th inst. at 4 r.m.
ANOTAL TODD & YOYON ASS.	CANTON	Swed. str		****** ********************************	MELCHERS & Co.	About 8th inst.
COLOR - OTENOOD & LONG BANK - " " "	SITHONIA	Ger. str	8. W.		MELCHERS & Co. HAMBURG-AMERIKA LINIE	Middle of October.
T11 %T /	FRITEIOF	Nor. str		O. Andergon	OSAKA SHOSEN KAISHA	On 15th inst.
F. A. FRONTEET A. MENOWER A. TROMOGRAPHY	FUKUSHU MARU	Jap. atr		4. 110,,, .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	USAKA SHOREN KAISHA	On 3rd inst., at 10 A.M. To-morrow, at Dayligh
ATOW & SHANGHAI	HAICHING	Brit. str.		A. E. Hodgins	DOUGLAS LAPRAIK & Co	To-day, at 11 a.m.
ATOW & SHANGHAI	KIURIANG	Brit. str Brit. str		II. A. Wassell	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
ATOWA SHANGHAL	SHAOHSING	Brit. str.	l m. l m.	Packett	BUTTERFIELD & SWIRE	On 7th inst, at 4 P.M.
	YOCHOW	Brit. str.		L. D. Northcombe	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
DIGUL VIA SWALUW & AMUJI	JOSHIN MARU	Jap. str.		H S Smith	BUITERFIELD & SWIRE	On 16th inst., at 4 P.M.
AUT A BAIFHONG	Сијиц	Brit. str.	1 m.	Imbben	USAKA SHOSEN KAISHA	On tth inst., at 9 A.M
A WITT A	L'EAN ALLEGE STATE OF THE STATE	Brit. str	lm.	A. Sommerville	BUTTERFIELD & SWIRE	On 3rd inst., at Dayligh
6.761.47 A	I UENBANG	Brit. str		T. Meyrick	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
A NOTE A	ZAFIRO	Brit. str	(; i ← ;	A. Fraser	SHEWAN, TOMES & Co	On 4th inst., at 4 P.M. On 5th inst.
BU & ILOILO	RUBI	Brit. str.		K. Almond	SHEWAN, TOMES & Co.	On 12th just.
NDAKAN	SUNGKIANG	Brit. str.	J , I	(* II. L'eddetainer	BUTTERFIELD & Swien	On 10th inst., at 4 P.M.
DAL & BANDAKAN	MAUBANG	Brit. str		n. noughton	JARDINE, MATHEROND CO. LD.	To-day, at 3 P.M.
NUAPURE. PENANG & CALCIPTA	LAISANG	Ger. str Brit. str	Par VI a	F. Sembili	MELCHERS & Co.	Beginning of October.
MBAY VIA SINGAPUKE & PENANG	LEVANZO	Ital. str.	·	E. J. IBUU	JARDINE MATHERON & Co. L	To-morrow, at Noon.
TAVIA, CHERIBON, SAMARANG, &c	CJILIWONG	Dut. str		Thymasea	CARLOWITZ & Go.	On 11th inst., at Noon.
				w was a self to be a self of the self of t	JAVA-CHINA-JAPAN LIJN	About 4th inst.
						,

SAILING DATE:

On 5th Octber.

On 12th October.

HAMBURG-AMERI PASSENGER SERVICE.

Hongkong and Manila. Salcon amidships. Electric Light. Perfect the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They Cuisine, SURGLON and STEWARDESS carried. All the most up-tohave very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers Returntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples, Southampton or Hamburg. OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HOMEWARD FOR THE STRAITS COLOMBO, ADEN SUEZ, PORT SAID, NAPLES PLYMOUTH HAVRE, & HAMBURG RHENANIA 2nd October

HOHENSTAUFEN 1st October SILESTA ... 2nd November HOHENSTAUFEN 30th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD: HOHENSTAUFEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Oct. SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th Oct. SEGOVIA ... FOR SHANGHAI, KOBE & YOHAKOMA ... 27th Oct. NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN. Taking Cargo at through rates to Antwerp, Amerendam, Rotterdam, Corenhagen, LISBON, OPOETO, LONDON, LIVERPOUL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANIE, BLACE SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PEESIAN SERVICE" to Arabian and Persian Gulf Ports.

... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 2nd Oct. HAVRE & HAMBURG BELGRAVIA * HOHENSTAUFEN NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct. ... HAVRE & HAMBURG ... BRISGAVIA... ... HAVRE & HAMBURG NAPLES, HAVRE & HAMBURG ... * SILESIA ... * Special attention of intending Passengers is rawn to the splendid accommodation of this Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board. [12]

Parcels will be received at this Office until EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD.,

For freight and further information apply to

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Manila.

Manila

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SHEWAN, TOMES & CO.,

GENERAL MANAGER:

SHEWAN TOMES & CO.,

GENERAL AGENTS.

date arrangements for comfort of Passengers.

HONGKONG-NEW

S S.- GCEAN MONARCH" On 2nd November.

CAPTAIN

ZAFIRO 2540 A. Fraser

RUBI...... 2540 R. W. Almond.

For Freight or Passage apply to

Hangkong, 1st October, 1907.

Hgenkong, 14th September, 1907

ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATIC Co., LD. GOTHENBURG.

> PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION DATE OF SAILING STEAMERS SHANGHAI, YOKOHAMA and) Middle of October. KOBE ... MARSEILLES, HAVRE and? COPENHAGEN ... For Further Particulars, apply to

Bongkong, 27th September, 1907. INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). STEAMERS. SANDAKAN "MAUSANG" Tuesday, 1st Oct., 3.P.M. SINGAPORE, PENANG & CALCUTTA" LAISANG" ... Wed'day, 2nd Oct., Noon. * MANILA + SHANGHAL VIA NINGPO "KWONGSANG" Saturday, 5th Oct., 4 P.M. REDUCED FARES TO STRAITS AND CALCUTTA. Hongkong to Singapore 1st Class, Single \$ 85.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientain, Newchwang and Yangtaze Ports For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD, Hongkong, 1st October, 1907. GENERAL MANAGERS.

NORTHERN-PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Captain. Sailing Date. SUVERIC W. Shotton On 15th October. D. Baird On 25th October. E. V. Roberts On 6th November. Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage,

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

Hongkong, 19th September, 1907.

DODWELL & CO., LIMITED, GENERAL AGENTS.

Queen's Buildings.

VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, AUSTRALIA ADEN. EGYPT MARSEILLES, LONDON HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS. /I HE Steamship"

"AUSTRALIEN" Captain Verron, will be despatched for MARSEILLES, on TUESDAY, the Ist October, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Next sailings will be as follows 8.S. "NERA" 8.S. "ERNEST SIMONS" 12th Nov. 88. "TONKIN" SS. "POLYNESIEN" ... S.S. TOURANE"... ... 24th Dec. G. DE CHAMPEAUX,

Agent. Hongkong, 18th September, 1967. REGULAR STEAMSHIP SERVICE WITH LIBRETY TO CALL AT MALABAR

COAST) PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK. † S.S. "SIKH" ... 5th Oct.

FOR BOSTON AND NEW YORK. S.S. "MUNCASTER CASTLE" 26th Oct. † 1st Class Passenger accomodation. For Freight and further information, apply to DODWELL & CO., LD.,

Agents. Hongkong 27th September, 1907, 1226-1254 THE AMERICAN AND ORIENTAL.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamer

"HEADLEY! will be despatched for the above Ports on or about SATURDAY, the 19th October. For Freight apply to ARNHOLD KARBERG & Co.,

Hongkong, 16th September, 1907.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT). Calling BINGAPORE, PENANG,

CALCUTTA, COLOMBO, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS, RID SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"PERSIA, Capt, P. Craglietto, will be despatched as above on or about SATURDAY, the 26th October, P.M. This steamer has capital accommodation for

passengers, electric light and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co., Princes' Buildings. Hongkong, 27th September, 1907.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line OF LADING for all the principal ports in SOUTH APRICA, in connection with INDO-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

Apply to DOUWELL & CO., LIMITED General Agents for (!hina and Japan. Hougkong, 4th August, 1898.

TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANTAS RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO Pole Apente

Cutler, Palmer & Go.'s



BLEND AMSIHM

SPECIAL

SHIPPERS Butler, Palmer & Bo., London. AGENTS HONGKONG.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ron	STR	AMBRO	TO 8	AIL	REMARKS.
SHANGHAI, MOJI, KOBE	POONA Capt. F. A. V	/ine, R.N.R	} About	27th Sept.	Freight only.
SHANGHAI	DELHI Capt. J. D. Aı	ndraws, E.N.E.	} About	4th Oct.	Freight and Passage.
LONDON VIA USUAL PORT	s} <i>DELTA</i> } Capt. C. L. I	Daniel	} Nooi	oot. }	Bee Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGA PORE, PENANG, COLOMBO and PORT SAID	(NAMUR), (Capt. H.	W. Kenrick R.N.R	, }	9th Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 23rd September, 1907.

NAVIGATION CO.. LIMITED.

FOR	STRAMERS	700 0477
/ MANILA	· "TEAN"	On let Och Asset
HOIHOW and HAIPHONG	"CHIHLI"	On 3rd Oct., D'light
CHEFOO and NEWCHWANG	# 37 4 37 ATT 4 37 AT	A A B A
SWATOW and SHANGHAI	. "NANCHANG" + "KITKIANG"	On Sed Oat A v w
SWATOW and SHANGHAI	+ "HUNAN"	On 7th Oct Apar
CEBU & ILOILO	"SUNGKIANG"	On 10th Oct APM
MANILA, ZAMBOANGA, PORT		O
DARWIN, THURSDAY ISLAND.		
COOKTOWN, CAIRNS,	• t "CHANGSHA"	On 10th Oot., 4 P.M
TOWNSVILLE. BRISBANE.		
SYDNEY and MELBOURNE		
YOKOHAMA: and KOBE	* "CHINGTU"	On 10th Oct., 4 P.M.
SWATOW and SHANGHAI	+ "SHAOHSING"	On 11th Oct. 4 P.M.
SWATOW and SHANGHAI	+ "YOCHOW"	On 16th Oct. 4 P.M.
CHEFUU and ILENISIN	"KUEICHOW"	On 21st Oct. 4 p w
The execution of Passemeers is dire	oted to the superior secomm	indistricts offered by their
steamers, which are fitted throughout with	Electric Light. Unrivalled	Table. A duly qualified
ourgeon is carried.		
† Taking Cargo on through bills of la	ding to all Yangtese and Nor	thern China Porta

Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

AGENTS.

BUTTERFIELD & SWIRE, For Freight or Passage, apply to-Hongkong, 1st October, 1907.

CANADIAN COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

Proposi	D SAILINGS. (Sub)	est to Alteration).	
R.M.S.	Tons Lua	ve Hongkong	ARRIVE VANCOUVE
"EMPRESS OF CHINA"	6,163 , WE: 6,000 , Thu	PEDAY, 24th Oct. DNESDAY, 6th Nov BEDAY, 21st Nov	11th Nov. 30th Nov. 5 9th Dec. 6th Jan.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), HOBE YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA

Intermediate on Steamers and let Class Railways ... First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.B. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, fording superior secommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Neval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

-PROPOSED SAILINGS FROM HONGRONG -SUBJECT TO ALTERATION.

T. ARIMA, Manager, 14

FOB	THE CO.'s 8.8.	LMAVING
* ANPING VIA SWATOW AND AMOY	Capt. T. ITO	WED'DAY; 2nd Oot.,
WOTAWS AIV IUBMAT YOMA CHA	Capt. H. S. SMITH THE CHARTERED STEAME	SUNDAY, 6th Oct., at 9 A.M.

+ FOOCHOW VIA SWATOW "FRITHJOF" 7 THURSDAY, 3rd Oct. AND AMOY Capt. O. ANDERSON at 10 A.M. . These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yaugtase and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st October, 1907.

Hongkong, 26th September, 1907.

NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMBLE	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of October,
SHANGHAI, NAGASAKI, KOBE }	"ROON" Capt. Meiners	About Tuesday, 8th October.
NAPLES, GENOA, ALGIERS) GIBRALTAR, SOUTHAMPTON, } ANTWERP & HAMBURG	"GOEBEN" Capt. WILHELMI	Wed'day, 9th Oct., at Noon.
MANUA NEWGUINEA, BRIS.) BANE, SYDNEY and MELBOURNE	"MANILA" Capt. Minssen	Thursday, 10th Oct. at Noon.
For forther Particulars, apply to	"PRINZ WALDEMAR" Capt. W. v. SENDEN	} About Thursday. } 18th October.

NORDDEUTSCHER LLOYD,

GENERAL AGENTS, HONGKONG & CHINA.

MELOHERS & CO.,

SABANG BAY STATION. COALING POELOE WEH. NORTH SUMATRA.

CABLE ADDRESS:-"HARCOAL" SABANG OR AMSTERDAM. General Agent-G. A. WITT, London, E.C., Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacoa for all steamers from and

to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL. No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT. FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices. FLOATING DOCK available for Steamers up to 3,00 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong, JAVA-CHINA-JAPAN Hongkong, 1st December, 1906. YORK BUILDINGS.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

	JAVA,	CHINA AN	D JAPAN.	
STUANUR	From	EXPECTED ON OR ABOUT	WILL LEAVE POB	OF OR ABOUT
TJILIWONG.	JAPAN	Second half of Sept	JAVA PORTS	First half of Oct.
TJIBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
тлиані	JAPAN	Second half of Oct.	JAVA PORTS	Second half of
TJIKINI	JAPAN	Second half of Oct	JAVA PORTS	Second half of Oct.
TJIPANAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for imited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. York Buildings, 1st Floor. Telephone No. 375. Hongkong, 27th September, 1907.

PASSENGER SEASON 1908.

BY THE

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8,000	On	MARCH	lith.	
9,630	On	MARCH	25тн.	
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	Tone Rec. 8,000 9,630 10,911 GIBBALTAE SSENGERS.	S,000 ON 9,630 ON 10,911 ON GIBBALTAR AND S	9,630 ON MARCH 10,911 ON APRIL GIBBALTAR AND SOUTHAM 88ENGERS.	9,630 ON MARCH 25TH. 10,911 ON APRIL 8TH. GIBBALTAE AND SOUTHAMPTON TO SSENGERS.

By Royal Werrant to

Hongkong, 19th Angust, 1907.



His Majesty The King.

General Agents.

By a special process in its preparation the flavour, essence, nutriment and all that's good in prime ox-beef is concentrated in Boyria

HIS BRITANNIC MAJESTY'S SHIPS | King Alfred, British cruiser, Flag ship of Vice IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Leatham, Yangise Astraes, 2nd class cruiser 4360 tons, 10 guns,

7000 i.h.p., Captain C. L. Vaughan-Los Hongkong Bedford, British cruiser, Capt. S. E. Erskine, B.N., Cruising

Bramble, gunbost, 710 tons, 900 i.h.p. Lieut. Comdr. G. W. Davidson, Shanghai Britomart, gunboat, 710 tons, 930 h p., Lient. Comdr. W. L. Bamber, Hongkong Cadmus, British sloop, 1070 tons, Comdr. B. L.

Majendie, Shanghai Clio, British sloop, 1070 tons, Comdr. C. D S. Raikes, Hongkong Fame, torpedo-boat destroyer, 310 tons, 6 guns, 570) h.p., Lieut-Comdr. Gresson, Hongkong

Flora, 2nd class craiser, 4:60 tons, 10 guas 7000 i.h.p., Capt. Roland Nugent, Hong-Handy, torpedo-beat destroyer 205 tons, 6 guns, 4009 h.p., Lieut. Comdr. W. H. Darwall, Hongkong

Hart, torpedo-bost destroyer, 295 tons, 6 guns,

,000 h.p., Lieut.-Comdr. G. C. Dickens, Hongkong Janus, torpedo boat destroyer, 320 tons, 6 gans, 3900 h.p., Lt. Comdr. C. A. Freemantle, Hongkong Kent, armoured, 9890, tons, 14 guns, 22000 h.p., Captain S. V. Y de Horsey, en rou's

Admiral Sir Arthur W. Moore, Commander ic Chief, 14100 tons, Capt. Cecil F. Thursday, Cruising Kinsha, river gunboat, 616 tons, Lient. Comilr.

P. Crabtree, Yangtaze Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, Cruising Moorhen, river ganboat, 180 tons, 2 guns, Lieut.-Comdr. Vaughan, Hongkong

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. B. S. Roy, R.N., Shanghal Otter, torpedo boat destroyer, 385 tona 6 guns. 63 0 i.b.p., Lt.-Comdr. Kiddle, Hongkong Robio, river guaboat, 85 tons, 2 guns, 240 h.p. Lieut.-Comdr. Walcott, West River Sandpiper, river ganboat. 85 tons, 2 gans, 240 h.p., Lieut.-Comdr. H. R. Tickell, West

Snipa, river gan-boat, 85 tons, 2 gans, 240 h.p. Lieut-Comdr. S. H. Tennyson, Yangteze Taku, torpedo boat destroyer, Bosn, Strath, Hongkong

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong Teal, river ganboat 180 tons, 2 gans, Lieut Comdr. H. R. Godfre , Yangtana Thistle, gunboat, 710 tons, 900 h.p., Lient Comdr. West, Shanghai Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 ih.p., Lieut-Comdr. Stevenson,

Hongkong Waterwitch, surveying ship, 620 tons 450 i.h.p. Cemdr. R. W. Glennie, Swatow Whiting, torpedo-boat destroyer, 360 tons, 6 gans, 5,900 h.h., Lieut. Comdr. H. B. Cox, Hongkong

NOTICES TO CONSIGNEES NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship.

KLEIST," having arrived, Consigness of Cargo are hereby informed that their Goods, with the exception of Opinin, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tune-DAY, the 24th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 9.30 A.M. All Claims must reach us before the 5th October, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD,

MELCHERS & Co., Hongkong, 21th September, 1907.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

HE Company's Steamship

"INDBAPURA," having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are lauded.

Goods not cleared by the lat Ook, at 5 P.M. will be subject to rent. No Fire Insurance will be effected by us in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised Optional goods will be landed here unless

instructions are given to the contrary before 12 o'clock NOON, TO-DAY. JARDINE, MATHESON & Co.

Hongkong, 25th September, 1907. NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SUEVIA." Captain Selmer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-DAY. Any Cargo impeding her disonarge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days

of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 2nd October, will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERICA LINIE

Hongkong, 25th September, 1907.

THE EAST ASIATIC COMPANY. LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

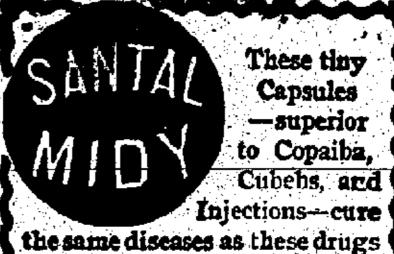
"INDIEN." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowl on, whence delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 2nd Oct., will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on WEDHESDAY, 2nd Oct., at 9.30 A.M. All Claims must reach us before the 8th Oct., or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Hongkong, 23th October, 1907.



These tiny Capsules -superior to Copaiba, Cubehs, and Injections-cure

in forty-eight hours without incopmenience. Rack capsule bears the name

Forfunctionaltroubles, delay, pain and those irregularities peculiar to the sex.

APIOLINE

CHAPOTEAUL Prescribed by the highest French

Medical authorities and superior to Tansey, steel Drope and Penny royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

SHIPPING IN PORT.

STEAMERS.

AGAMEMNON, British str., 7,110, D. Robinson 28th Sept.—Shanghai 25th Sept., General.
—Butterfield & Swire..

AMARA, British str, 1,654, C. J. Mattock, 27th Sept.-Moji 21st Sept., Coal-Jardine, Matheson & Co. AMOY, German str., 663, H. Plambeck, 25th Sept.—Takan 23rd Sept., General—Sander,

Wieler & Co. Angette, German str. 1,001, C. Kumpel, 28th Sept.—Bangkok 19th September, Rice— Butterfield & Swire.

ARBATOON APCAR, British str., 2,931, A. Stewart, 26th Sept.—Calcutta, Straits and Singapore 21st September, General—David Sassoon & Co., Ltd.

A91A, British str., 4,975, Harry Gankroger, 24th Sept - Shanghai 21st Sept., Mails and General -O. & O. S. N. Co. AUSTRALIEN, French str., 3.813, W. Gerron,

29th Sept.—Yokohama 21st Sept., General — Messageries Maritimes. BANDAI MARU, Japanese str., 3,227, T. Morio, 25th Sept.—Moji 19th Sept., General— Itenta & Co.

CHANGSHA, British str., 2,2 9, G. W. Esteldy 23rd Sept.—Sydney via Ports-21st August, General—Butterfield & Swire, CHIPSHING, British str., 1,199, F. Mooney, 25th Sept.-Tientsin 18th and Chefoo 20th Sept. General-Jardine, Matheson & Co.

CHIYUEN, Chinese str., 1,177. C. Stewart, 28th September - Shanghai 25th September. General-Chinese. CHRISTIAN NICHELSEN, Norwegian str., 1,910, ...

Binzen, 26th Sept. - Sydney, Coal and Flour -- William. FROM NEW YORK VIA SUEZ CANAL. COURTFIELD, British str., 4,517, John Wiseman, 2nd Sept.-Kuchinotza 28th August. Coal - Mitsui Bassan Krisha.

DAGNY, Norwegian str., 883, O. Abrahamsen, 26th Sept.—Chefco 20th Sept., Beans-Asgaard, Thoroson & Co. are being landed and placed at their risk in | DERWENT, British str., 1,562, J. Jenkins, 26th.

Sept.—Saighn 22nd September, Rice and General -Chinese. DRUFAR, Norwegien steamer, 1.102, J. Bing, 28th Sept.—Swatow 27th Sept., General—

Nippon Yusen Kaisba. EMPRESS OF INDIV. British str., 3,032, E. Beetham, 22nd Sept.-Vancouver, B.C., 3rd Sept., Mails and General and Flour— C. P. R. Co.

FUKURA MARU Japaness str., 3,139, Nakayasu, 27th September - Moji 21st Sept., Coal -Mitsui Bussan Kaisha. FURUSHU MARU, Japanese str., 1,090, T. Ito, 28th Sept.—Anping 25th Sept., General— Osaka Shosen Kaisha.

HAICHING, British str., 1,267, A. E. Hodgins, 29th Sept.—Foochow and Ports 26th Sept., General-Donglas, Lapraik & Co. HELLAS, German str., 2,500, Metzenthen, 20th September—Samarang 11th Sept., Sugar— Siemssen & Co.

INDRAPURA. British str., 3,152, Kelway, 25th Sept. New York 2nd Angust, General-Jardine, Matheson & Co. Kako Maru, Jap. etr., 2,895, Y. Minahikawa, 22ad September-Kuchinotzu 16th Sept.,

Coals-Fukusei & Co. KEONG WAI, German str., 1,115, Tohs Köhler, 19th September—Bangkok and Swatow. 18th Sept., Rice-Butterfield & Swire. KIURIANG, British str., 1,227, Wavell, 29th Sept.—Shanghai 25th and Swatow 28th Sept., General-Butterfield & Swire.

KIYO MARU, Japanese str., 1,448, S. Hirai, 18th September-Cebu 18th Sept., Ballast-Gilman & Co. Knivsburg, German str., 646, F. Kuiser, 29th

Sept.—Macso 28th Sept., General—Jebsen KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 23rd September - Shanghai 19th Sept.

General—Chinese. LAIBANG, British str., 3,460, E. J. Todd, 20th Sept.—Calcutta 4th Sept, and Straits 14th. General—Jardine, Matheson & Co. AWHILL British 4-masted bark, 1,950, 28th August-New York, Case Oil-Standard

LOCKSUN, German str., 1,657, W. Faubert, 28 h Sept.—Bangkok 21st Sept., Rice and Timber—Entterfield & Swire.

LYNDHURST, Reilish 4-masted barque, 250 kg. Parnell, 25th July-Kobe Ist Juce, Ballast -Standard Oil Co. MACDUFF, British str., 1,881, J. B. Muir, 28th

Sept-Kuchinotau 24th Sept., Ballast-Dodwell & Co. MANILA, German str., 1,108, J. Minssen, 22nd September - Melbourns 17th Aug., General -Melchers & Co.

MAUSANG, British str., 1,644, R. Houghton, 20th Sept.—Sandakan 14th Sept., Timber and General-Jardine, Matheson & Co. NANCHANG, British str., 1,044, J. Mackenzie. 28th Sept. -- Wuhu 22nd Sept., General. --Butterfield & Swire.

NAMBANG, British str., 2,591, F. T. Wheeler, 23rd Sept., —Yokohama 10th Sept., General and Coal-Jardine, Matheson & Co. PROPIT, Norwegiau str., 715, H. Schlytter, 10th Sept.—Iloilo 5th Sept., Sugar for Ningpo Ras H. German str., 2,028, R. Pertersen, 25th

Sept. Bangkok 19th Sept., General-Bulterfield & Swire. RIOJUN MARU, Japanese str., 2,972, T. Irisawa. 22nd September Seattle and Ports 19th Aug., Flour, &c.—Nippon Yusen Kaisha.
Signal, German str., 907. G. Schlaikier, 22nd

September-Haiphong and Hollow 23rd, Sept., General-Jebsen & Co. Solstad, Norwegian str., 897, N. Bjarnsgaard, 28th September-Saigon 24th Sept., Rice and Flour-Aagaard, Thoreson & Co. TEAN, British s'r., 1,340, A. Somerville, 27th Sept. - Manila 24th Sept., General -- But-

terfield & Swire. TELEMACHUS, British str., 1,340, Jas. Williamson, 26th Sept. - Saigon 21st Sept., Rice and Flour-Chinese TJILATJAP, Dutch str., 2,475, van Emmariok

18th September -- Moji 14th Sept., General. -Java-China-Japan Lijn. Tilliwone, Dutch str., 3,061, Von Wych Jurriaanse, 26th Pept. - A may 25th Sept., General-Java-China Japan Lijn.

Tolv, Norwegian str., 74, E, Jacobsen, 24th Sept -Bangkok 16th Sept., Rice-Walleng Тегомен, German str., 785, J. Bendixen, 28th

Sept.—Haiphong and Hollow 27th Sept. Vonwagers, Austrian str., 3,727, B. Bidnare, 17th Sept.—Kobe 6th Sept., General.

Sander, Wieler & Co. ZOROASTER, British str., 2,375 John Ewan, 15th Sept.—Christmus Islaul 3rd Sept.

Phosphate Rock - Mitsui & Co. BATLING VESSELS. ALCIDES, British ship, 2,492, J. Cummings 26th

July -- New York, Cass Oil -- Standard Ecutpsu, British 4 masted back, 2,968, L. D. Vance, 24th August-New York let May, Case Oil-Standard Oil Co.

PRINTING.

DAILY PRESS" OFFICE Proofs read by Englishmen

POST OFFICE NOTICE

CHRISTMAS AND NEW YEAR PARCEL MAILS, POMEWARD. Parcels for the United Ringdom-via Gibraltar-posted up to 5 p.m. on Friday, the 15th November, arel due in London on the 21st of December. With an additional fee of 60 cents, parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 15th November, would accompany the letter mail, due in London on

Parcels intended for New Year's delivery should also be forwarded by the mail of the 15th Nexember, as the next parcel mail of the 19th November is not due in London till the 4th January, 1908, unless they are posted to be forwarded overland via Brindsei in which case at additional fee of 60 cents must be paid, such parcels are due in London about the 3 th

The rates of postage on ondinary parcels are as follows:-For a parcel not exceeding 3 lbs. in weight ...

Under no circumstances will parcel weighing over 11 lts. be forwarded. All parcels containing jewellery or any article of gold or silver must be insured, al insured parcels must be sealed. The seals must bear the impression of a device or private Coins must not be used for sealing purposes.

On and from the 20th October, the British Post Office, at Tientsin will be closed. The Delhi, with the English mail of the 6th September, left Singapore on Saturday, the 18th Sept. at 8 a.m., and may be expected here on or about Thursday, the 2rd instant at Gam. This packet brings replies to letters despatched from Hongkong on the 6th August, and the parcel mails closed in London for despatch by the all sea route on the 28th Aug., and for despatch overland on the 4th Sept.

The state of the 4th 1880.		
FOR	PER	DATE
		Tuesday, list,
		Printed Matter and Sam
NAGASAKI, KOBP, YJKOHAMA, HONOLULU		Ples 9.00 A.M
		Legistration 9.00 A.M
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Extra Postage 10 centel		The A.M.).
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		11 St. CO A M
		No late fee.
Kobe Swatow, Amoy and Foochow	37	Letters 10 00 A.M.
Swatow, Amoy and Foochow	- Neumu hlen	Tues tav lst. 10 . A.M.
***************************************	Haiching	Tuesday, lst, 10.00 A.M.
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France -		Printed Matter and Sam-
EUROPE, Sc., INDIA VIA TUTICORIN		ples 10.00 A.M.
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included in this contract mail.)		Registration, Kowlon
	ſ	В.О 10.00 а.м.
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Shanghai, Yokohama, Kobe and Moit	Arratoni Anon	Letters 11 0 A.M.
Macao	Sue Tai	Tuesday, 1st, Noon.
The management of the second s	Mausang	,,,
New Castle	Riveredal	Tuesday, 1st, 200 P.M.
Manila	Torre	Tuesday, st, 3.00 P.
Swatow, Amoy and Anning Singapore, Penang and Colomba	- I-LA-FE	'1 Magalan
Singapore, Penang and Colombo Nagasaki, Koleand Vokobarra	Fukushu Maru	Tuesday, 1st, 500 P.M.
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Singapore, Penang and Calcutta	The state of the s	Wednesdon Yell TIAA (
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Batavia, Cheribon, Samarang, Soerabaya and	Quorta	Wednesday, 2nd, 3.00 P.M.
JI I CARRAY	Tillingan	115.1
Hoihow and Hainhone		Wednesday, 2nd, 300 p.m.
Chefon and Namet	Grin(i')	Wednesday, 2nd 5.00 P.M.
Swalow, Anoy and Foochow.	Nanchany	Wednesday, 2nd, 5.00 P.M.
MacAo	Frithjof	Thursday, 2nd, 0,00 P.M.
Swatow and Shanahai	one lar.	Threadow 0.3 118 -
Swatow and Shanghai Manila, Thursday Jeland, Gall	Kinkiang	Thursday, 3rd, 3.00 P.M.
	- 4	-neroday, ord, 3.00 P.M.
' : T T I MY 1444U	Daniel 10	_
	Yawata Maru	Friday, 4th, 11.00 A.M.
Manan		
	Sui Tai	TOLERA
Manila.	uensana	Friday, 4th, 1.15 P.M
	Tuensang	Friday, 4th, 3. P.M
TO THE SECOND SE	11. ***********************************	caturday, 5th. 10.00 A.M.
- A Averters 11.00 to 11.20 to 75		Caturday, 5th 1
" ostake to could	-	Printed Matter, and Sam-
(Supplementary mail on board up to the		ples 10.00 A.M.

IS PURE.

time fixed for departure of the mail

Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes)

included in this contract mail.)....

The Parcel mail will be closed on Friday, I

4th October, at 5 p.m.

Ningpo and Shanghai Kwongsang Kwongsang

Swatow, Amoy and Tamsui...... Joshin Maru

in time for the first clearance will be

IT IS WHOLESOME. REFRESHING.

PILSENER BEER

TRY IT.

OBTAINABLE EVERYWHERE,

SOLE AGENTS :-

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hooghorg, 28th August, 1907.

Quotations are:-	Septembei 30th
Malwa New	\$779 per picul
Malwa Old	8840
	\$880
Maiwa V. Old	
and the second of the second o	. \$700
	
Patna New	
Patna Old	per chest.
Benares New	
Benares Old	

September 30th. Harometer 9 A.M., 29.30 | Therm. (Wetbulb) 9 A.M.74 Barometer 1 r.m., 29.94 Therm. (Wetbulb) 1 r.m.74 Barometer 4 r.m., 29.92 Therm: (Wetbulb) 4 r.w.75 Thermom. O A.M. 80 Thorm, Maximum81 Thermom, 1 g.m. 20 " Therm. Minimum over

MAIL TABLES

FOR 1907. Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents On Paper On Sale at the Hongkong Daily Press Office Hongkong, 26th Jarnary, 1907,

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P	ASSE	NGF	'RS		
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na.	from	Lon	don:	Sin	Wille

Registration 10.00 A.M.

(Registration, with late

fee of 10 cents, up to

Registration, Kowloon

B.O.10.00 A.M.

6th, 8.00 A.M

7th, 3.00 P.M.

10.45 A.M.

No late fee.

Saturday.

Sunday

Monday.

Per Yarra for Hengkong, from Marseilles Mr. Emilis Munos de Bastillo ; from Singapore, -Mr. and Mrs. Somerset Playne, & Mrs. Dowse from Saigon, Mesers, Alfonso Pires, C. Dahne, Blois, Saulot, Cothonay and Monnier; for Shanghai, from Marseilles, Mr. and Mrs. Cuttier and infant, Messrs, Wakefield, Alverny, hams, from Marseilles, Mrs. V. Chevalet and child, Mrs. de Brylkine, Mrs. Tesran and 2 | Cincinnati, erniser 3213 tons, Commander Caffarine, Panigeon, Duvezeaux de Lavergne

and Seltina, from Singapore, Mr. R. Nakeg wa. Per Nikko Maru, from Melbourne, do., for . Hugh Kodman, Cavito Mr. and Mrs. A. R. Hager, Mis. Ilegel. Messis, P. O. Ratheock Pingdengolas, J. Clavier and Helena gunboat, 1307 tops Gunmander J. C. Tell; for Singapore, Mr. & 2 Misses H. Leitch; Gilmore, Manila for Kobe, Messrs J. B. Suttor and R. Suda; Maryland, armoured cruiser, 13,50) (ons. Capt. for Yoko ama, Mr. and Mrs. G E Taylor, Mr. and Mrs. Miller, Mr. and Mrs. Cohen, Mr and Mon dnock, monitor, in reserve, Lt. Comman-Mrs. Davidson, Mr. and Mrs. Ito, Capt. and Misses Foyne and Manting, Rev. J. H. Lawrie, Tiongson, G. Wool and S. Watanahe; for London, Mrs. Eveteigh, and Mrs. Gregor.

TO-DAY. Sale, the Goods and Chattels of the late Capt. Grainger, Messre, Hughes & Hough, noon. Sale, Leasehold Properties, Sales Rooms Mr. Goo. P. Lammert, 3 p.m.

TO MOEROW. Sale, Cruising Yacht "Kukuburra," at Murray Pier, Mr. Geo. P. Lammert, 5.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

٠:	September 30th.
	ON 130KDON.==
	Telegraphic Transfer 2/24
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ON SHANGHILL ON YOKOHAMA.—On demand......1081 ON MANILY,-On demand-Pesos-109 ON SINGAPORE. On demand...... 51 p.c.pm. ON HAIPHONG.—On demand 31 p.c. pm. On SAIGON.—On demand 33 p.c. pm. On Bangkok.—On demand Sovereigns, Bank's Buying Rate. \$8,90 GOLD LEAF, 100 fine, 1er tael..... BAR SILVER, per oz.311

SUBSIDIARY COINS. 20 cents pieces \$5.70 discount. Hongkong 20 MENOF-WAR ON THE CHINA AND JAPAN STATION-

AUSTRIAN. Kaiser Franz Josef I, Austrian cruiser, 4,309, Capt. Ferdinand Bublay, Northern Waters Allouette, river gunboat, Lieut, Millet, Cochin-— Chine

Argus, gunboat. 123 tons,—guns, 500 h.p., Lieut, Jeannel, Canton Jaronade, gunbout, Lieut. Kerchael, Saigon Décidée, gunbeat 645 tons, 10 guns, 1,000 h.p. Lients Comdr. L. Eost, Haiphong. D'Entrecasteaux, French cruiser, 8,000, Capt. Traciu, Shenghai Isturgeon, submarine, Saigon

lenri Riviere, gunbont, Lieut. Portier, Haiphong acquin, river gunboat, Lieut. Le Corolle --- Annam-Tonkin; reserve aveline, destroyer, 330 tons, 7 guns, 300 h.p., l ieut. Sagos Duvauroux, Saigon ersaint, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon

yux, submarine, Lieut. Armbruster, Saigon lontcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons 12 gans. 19,600 h.p.; Capt. Martel Monsquet, destroyer, Lieut. Duchemin, Baie d'Along

Olry, gunboat, Lieut Grellier, Yangtse . Peiho, gunboat, Lient. Marchand, Tongku Perle submarine, Saigon, Pistolet, destroyer, Lieut, de Reinach Werth, Letters 11.00 A.M. Base a Atong
Protée, submarine, Lieut, Glorieux, Saigon
Protée, submarine, Lieut, Glorieux, Saigon
Vincent

Rapier, destroyer, 330 tone, Lieut. Vincent de Brichignace, Saigon Redoutable, battleship, (in reserve) 9347 tons, gune, 6071 h.p., Rear Admiral de Marolles, Saigon Sabre, destroyer, 330 tons, Lieut. Malliez

Styx, armoured gunboat, 1796 tons, 10 guns, 1700 h.p. Dno, Laigon Surprise, gunboat, 629 lons, 2 guns, 900 h.p., Lient. Roque, Haiphong Takiang, gunboat, Yangtsze.

Takou, destroyer, Com. Terquem, Saigon. Vanban, torpedo depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay.
Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut, Brugnon, Canton

Furst Bismarck, (flagship), 1100) tons, 36 guns, 14000 E.p., Koutre-Admiral Breusing, Htis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Kitsel

Jaguer, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Kloebe, Yangtse-Leipzig, cruiser, Commandant von Rothkerch Luche, gunboat 850 tone, 10 guns, 1344 h.p. Commander Hartog

Niobe, cruiser, Commander Witschel Thetis, omiser, 2660 tons, 24 gnns, 8000 hp., Captai Glatzel Tiger, gunbeat, 900 tons, 10 guns, 1890 h.p., Commander V. Abeken Tsington, gunboat, 17.) tons, 5 guns, 1300 L.p., Lieut, Brehmer Vaterland, ganboat -tens, 3 guns, 500 h.p., Lieut, de Sposseti

TALIAN. Vesuvico, cruiser 2,145 tons, Baron de Saint Pierro, Shanghai PORTUGUESE.

Rio Lima, orniser, 720, tons, 7 guns, Macao. Arayat, gunboat, Ensign R. R. Riggs commanding, Cavite Bainbridge, torpede-boat destroyer, 420 tons, Lt. C. H. Woodward commanding

Barry, torpede-boat destroyer, 420 tons, Lt. A. E. Watson commanding, Manila Callao, gunbont, 600 tons. Ensign Guy Whitde Lasteyrie, Merrant and Bourdais; for Yoke- Chattanoaga, craiser, 3100 tons, Commander lex. charp, Yangtee

children, Mrs. Baring, Mies Wagats, Messrs. | Colorado armoured cruiser, 13,500 tons, Captain S dney A Staunton and J. Raymond; from Colombo, Messrs. Serret | Concord, gunboat, Commander Boush, Manila Elcano, gu boat, 560 tons, Lt. Commander

Hongkong, Mr Mrs. and 2 Misses W. Trotter. | Galveston, orniser, 3100 tons, Commander W. G. (ntler, Chefoo

John R. Ingersoll der J L. Purcell, Cari e Mrs. Hayonck, Dr. Mrs. and Master Albert, Paragu, gunboat, 201 tons, Ensign A. B. Reed - commanding, Cavita-Messrs, G. Hobbs, Gardinner, Rathbone, (2) Pennsylvania, armoured cruiser, 13,500 tons Capt. Thom s C. Mol ean Quiros, gunbeat, Lient, E. L. Bisset, Manil-

JOINT STOCK SHARE.

·	ongkor	g, September 30tl
COMPANT.	PAID UP. QUOTATIONS	
Alhambra Banks—	Pa. 2	Nom: nal.
Hongkong & S'hai.	(502	
National B, of Chine		76 \$51.
Bell's Asbestos E. A	12s, 6	d. [8].
China-Borneo Co China Light & P. Co China Provident	\$1	2 191, buyers
Cotton Mills Ewo. Hongkong International	fls. 5	5 (ff) - a3
TOOL VILLE WORK	Maria 144	11. i 1911 - 20a - 1
POARLES ***	Tls. 50	0 1 ls. 2874.
Dairy Farm	\$(3 \$18, sales .
Decks and Wharves—H. & K. Wharf & G. H. & W. Dock New Amoy Dock Shanghai Dock Shanghai Dock Shai & H. Wharf	150 161	\$114, buyers
Fenwick & Co., Geo	\$25	
Green Island Cement	\$10	V=-, 2011013
Hongkong & C. Gas Hongkong Electric Hongkong Hotel Co Hongkong Ico Co Hongkong Rope Co	210 \$10 \$60 \$25 \$10	\$175, buyer: \$14, bu; ers \$100, buyers. \$240; seilers.
паптапсон—	\$ 10	\$25, buyers
Canton China Fire China Traders Hongkong Fire	\$50 \$20 \$25 \$50	\$270, sellers \$56, sellers \$90, buyers
Union Yangtaze	£5 \$100 \$60	\$310, sellers Tls. 75. \$760. \$175, sellers
And and Building— HongkongLandiny. Humphrey's Estate Kowloon Land & B.	\$109 \$10 \$80	196, sellers \$101. \$ 86.

Shanghai Land..... Tis. 50 | Tis. 102. WestPoint Building Mining -Charbonnages Fes. 250 | \$470, buyers Rauba 18/10 | \$84, buyers Feak Trammays \$12, buyers \$1.90, (new) buy. Philippine Co. Refineries— China Sugar \$100 + \$65, collers Luzon Sugar..... \$21, 8 110 8 Steamship Companies China and Manila... \$15, buyers Douglas Steamship. 1874, x.d. H., Canton & M.... Indo-China S.N. Co. Stil Prefd. \$29 Defa.

Shell Transport Co. Star Ferry..... \$20, buyers Do, New.... \$5 \$10, buyers South China M. Post. \$22, sellers \$25 Steam Laundry Co... Stores & Dispensaries Campbell, M. & Co. \$10 | \$20, sellers Powell & Co., Wm., \$8, sellers Watkins **\$24.** Watson & Co., A. S. \$10 \$11. United Asbestos \$4 \$10. Do. Founders....

\$150, buyers Union Waterboat Co. \$10 | \$12, sellers VERNON & SMYTH. HONGKONG TIDE TABLE.

From October, let to 7th 1007. HIGH WATER. Hongkong Hongkong Mean Time, Height. Mean Time. . 16 .3 a i- 4 HONGKONG METEGROLOGICAL

REGISTER, Hongkong Observatory, September 30th.

Previous Day' On Date at Oll Date Barometer 20.91 Temperature ... Humidity Wind Direction Force ... Weather Highest open air Temperature on 29th62 Lowest open air Temperature on 20th75

WEER JOHNS



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S.S. "HCNAM," 2,363 tons, Captain S. Bell Smith.

S.S. "POWAN," 2,338 tons, Captain H. I. Black,
S.S. "FATSHAN," 2,260 tons, Captain C. V. Lloyd,
S.S. "KINSHAN," 1,995 tons, Captain B. Branch,
S.S. "HEUNGSHAN," 1,998 tone, Captain R. D. Thomas,
Tom Hongkong to Canton daily at S a.m. (Sunday, excepted), 10 p.m.

Desertures from Canton to Hongkong daily at 8 a.m. and 5 j.m. (Spidar excepted.

The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday.

9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5 30 p.m. These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Salcon and Cabin Accommodation,

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S.S. "SUI AN," 1,651 tons, Captain W. A. Valentille. S.S. "SUI TAI," 1,651 tons, Captain G. F. Morrison. Departures from Hongkong to Maceo on week days at 8 a.m. from Douglas Wharf & a 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving .Hongkong at 9 A.M. from Douglas Wharf & from Macao at 5 p.m. The Company also runs a Steamer from Macao on Sunday Morning at 7,30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf. Lepartures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LL.

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S.S. "SAINAM," 588 tons, Captain J. Willow, S.S. "NANNING," 569 tons, Captain A. McKinnon, One of the above Steamors leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are-

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EBERHARD A ROESE, Swatow, General Agent for the Far East,

VESSELS EXPECTED.

THE AMERICAN MAIL, The O. & O. str. Persia sailed from Yokohama on 23rd ult., and is due here to-morrow. The N.Y.K. str. Minnesota arrived at Yoko-hama on the 28th ult. at 7 a.m., will leave Mr. E. S. Abraham Kobe for Hougkong via usual ports of call on the 3rd inst., and may be expected here on the Mr. J. H. Backhouse 11th inst.

The P. & O. str. Delhi left Singapore for Mr. & Mrs. S. Bisney this port on the 28th ult. at 8 a.m. with the Mr. B. J. Birbeck outward English Mails, and is due here on the Hiss Bisney fird instant at about 6 a.m. THE GERMAN MAIL.

The I.G.M. str. Roon carrying the German Mr. T. Brayfield Mails with dates from Berlin of the 10th ult. Mr. Bur e left Colombo on Saturday, the 28th ult. a.m., and may be expected here on or atout Tuesday the Sth inst.

THE CANADIAN MAIL. The C.P.R str. Monteagle left Vancouver for Hongkong via usual por's of call at a.m. on Mr. W. Einstmann Friday the 20th ult.

THE INDIAN MAIL, The Indo-China str. Fooksang left Calcutta for this port via the Straits on 25th ult, and may be expected here on or about 11th inst. MERCHANT STEAMERS. The str. Saint-George, from New York left Vr. B. L. Frost

Singapore on the 23rd ult, and may be ex Mr. Denman Fuller pected here to day, The H A. L. str. Hohenstaufen left Singapore on 26th ult. at 6 a.m., and may be expected here to day a.m. The H.A.L. str. Rhenania left Shanghai

on 28th ult., and may be expected here to-day The N.Y.K. str. Yawata Maru (Australian Line), left Nagasaki for this port on the 27th ult., and is expected here to-morrow. The N.Y.K. str. Takasaki Maru (Bombay) Line) left Moji for this port on the 26th ult.

and is expected here to morrow. The N.Y.K. str. Kumakura Maru (European Line), left Singapore for this port on the Mr. J. R. Chonza.

27th ult., and is expected here on the 3rd inst. Mr. and Mrs. G.

The N.Y.K. str. Wakamiya Maru (Bombay Corse, jr. Line) left Colombo for this port via Singapore | Mr. A. R. Dickinson on the 21st ult., and is expected here on the 6th Mr. M. Dubnis

The N.Y.K. str. Kogoshima Maru (Bombay | Mr. A. H. Gee Line) left Bombay for this port via Colombo Mr. & Mrs. Harmon and Singapore on the 25th ult. and is ex. Mr. H. Hefri Proted here on the 15th inst.

Mrs. C. W. Jackette. The Ben Line str. Benglder from Middlesbro' Mr. & Mrs. Jamieson and London left Singapore on 25th ult, for this Mr and Mrs. F. J.

STEAMERS PASSED THE CANAL. Sept. 4th - Anchises, Machaon. 11th -Brisgavia, Baron Driesen. 14th-Prometheus,

Asama, Candia, Gleneurn, Jason, Nore. 18th-Albenga, Denbighshire, Simla, Orwell. 19th-Room, Scandia. 21st-Sarpedon, Benlomond, Monnine, Ernest Simons, Hitachi Mari. Pingsuey. 20th-Nyanza. 24th-Scaegambio, Atholt Verona. 27th-Achilles, Polynesien, Kintuck.

ARRIVAL AT HOME. Sept. 27th Stentor, P. R. Luit pold, Sado |

NOTICE TO KOWLOON RESIDENTS | Mr. de hussinge

INXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK. STALL, Mr.H.RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S | Mr. P. G. Falconer FERRY WHART STALL. Honghong, 22nd Pecember, 1903.

VISITORS AT HOTELS.

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JUBILEE OF THE "HONGKONG DAILY PRESS."

1857—1907.

The Daily Press to-day attains, its Julilee and by way of marking the interesting occasion we take pleasure in presenting to each subscriber a fac-simile copy of the first number of the paper, dated October 1st 1857. , The Daily Pross was the first daily newspaper published in China, and we believe we are entitled to claim for the Chung Ngoi San Po (Chines: Daily Press) the distinction of being the pioneer Chinese newspaper. It commenced publication on November 1st, 1857, and will therefore attain its jubilee a month hence. The Chinese paper the support given to the venture was so encouraging that in due course of time it was issued daily.

Yet another Daily Press publication entitled to mention in this connection-the mail edition of the Daily Press. In the form in which it was first published it was a bi-monthly summary of intelligence "whether political commercial, shipping, or general, comprising: all market information and prices current from all the ports of China and Japan and also from Manila." It was known as the China Overland Trade Report, a title which at once suggests its age, the word "Overland" carrying our reflections back to the days prior to the opening o the Suez Canal. Before 1869 the mails to Europe had either to be taken by sea all the way round the Caps of Good Hope, or by sea to Suez thence overland to Alexandria, where there was steamship connection with the principal ports of Europe. The latter was of course the quickest route, and the object of incorporating the word "Overland" in the title was doubtless to emphasise the fact that the "Summary" was published for dispatch by the quickest route. When submarino cables brought the uttermost, part of the earth into rapid communication with each other, and when the fast steamship began to supersede the sailing ship and regular communi tion with the various parts of the world came to be established, trade conditions began to wear another aspect. Fortnightly trade reports and prices current ceased to have the same value, when by submarine cable the price of the hour was obtainable, and in course of time when Weekly Mail service to Europe was established the mail edition of the Daily Press and th China Overland Trade Report were merged into one publication under the present title of Hongkong Weekly Press and China Overland Trade Report.

Though the annual Chronicle and Directory published at the Daily Press Office cannot be associated in the celebration with the trio of public tions already mentioned, it is near enough to fifty years of age to justify mention in this connection. Glancing at the bookshelves and noting how the volume has expanded year by year since 1863 from a thin book of 2:0 pages to a portly tome of nearly 2,000 pages one may form on the instant some idea of the marvellous growth of foreign intercourse with China and other parts of Asia during the past half century.

THE HISTORY OF PRINTING IN CHINA. Our concern to-day however, is with the Daily Press, and inasmuch as the art of printing is reputed to be a Chinese invention and China, moreover, has the distinction of possessing in the Peking Gazette a publication often alladed to as the oldest newspaper in the world, it may not be uninteresting to many readers if we preface our remarks on the birth of the Daily Press by a brief allusion to the history of printing in China, and follow it up with some reference to the publication of the

earliest foreign newspapers, The art of printing began to he practiced in China in the tenth century, A.D., about five hundred years before it was known in Europe, The method first adopted was to engrave the characters on stone, so that when the impressions were taken the letters were white while the surrounding surface of the paper was black. This method was superceded by the invention of wooden blocks. The copy, written on very thin paper, was pasted on plain blocks of wood or wax. All the blank parts were neatly out away, and as the letters were left raised on the surface they were an exact representation of the manuscript, This method was an entire reversal of the old method, the letters now being printed black on a white surface. There were no presses in China such as came into use in Europe. The Chinese printer worked with two brushes fastened on both ends of a stick. With one brush he inked the block, and after he had laid the paper on the block he took the impression by passing the other brush over the paper. This system, continued down to the middle of the nineteenth century when Chinese moveable metal types were first made by a firm of English type founders. We may see the old system still in use, for printing those scarlet visiting. cards (or papers) used by the Chinese on ceremonial occasions:

The interesting fact should be mentioned that long before the invention of printing the Chinese had "a vast number of books." Chihoang ti, a title signifying First Emperor, who reigned about two hundred years before the Christian era and whose name is imp erishably associated with the building of the Great Wall of Peking, achieved infamy by ordering that all books and writings of every description should be collected and burned by the magistrates in each district throughout the Empire. So strictly was this decree carried out, that many literary men were put to death for being detected in an at tempt to save valuable records. The tyrant, whose mischievous ambition had tempted him to com. mit this act of madness, did not entirely succeed in his object however, for several copies of the work of Confucius and other eminent authors were successfully hidden and preserved until the times had changed. These were, of course Manu.

n China copying books, and even the invention of printing by means of wooden blocks did not apparently greatly diminish the number. Down to within fifty years ago the Peking Gazetic was known to the majority of its readers only as a daily manuscript. Though the "Gazette" is spoken of as the oldest newspaper in the world, it is a newspaper only in a very limited sense. It is simply the official medium of communicating the decrees

of the Court at Peking, and natil Chiness moveable metal type came into use, about sixty years ago, the "Gazette" was known to the majority of its readers only as a daily manuscript. Very few impressions were taken in Peking from the old wooden or waxen blocks was first published only three times a week, but | and these copies were distributed by imperial couriers to the head officials in the provincial capitals. From the few copies that reached Canton or any other provincial capital many more were transcribed and the news circulated in various forms according to the wishes of those who sought it. In their best style the "Gazette" in the provinces formed a daily manuscript in small octave of about forty pages but in an inferior style they appeared only once in two days, and then did not contain more than fifteen or twenty pages.

It is remarkable that while almanaes, calen. dars and Provincial Court circulars, as well as the Peking Gazette, had been in universal use among the Chinese for centuries, there is no recorded evidence of any attempt to publish newspaper for the expression of public sentiment or opinion, or to furnish information enlarging the sphere of knowledge, until within the last half-contury when, as we have already mentioned, a begining was made by the publication of the Chinese Daily Press. THE EARLIEST EUROPEAN NEWSPAPERS

IN CHINA.

The earliest European newspapers issued in this part of the world were founded by Portuguese residents at Macao. In 1822 Macao possessed a weekly newspaper called A Abelha da China, and in 1824 another, the G sette de Macao, made its appearance. How many newspapers Macso may have had before these were published we have not the means of ascertaining but it is not imp obable, considering what an inportant contro of international commerce Macao was in the early part of the Ninteenth Century, that a newspaper was published there before 1822. It can certainly be said that since that date many have had their day in the Colony and ceased to be, and to-day the Colony does not possess even one.

The first English newspaper published in China was the Canton Register which made its appearance in 1827, and it is interesting -to-recall the fact that it owed its foundation largely to the interest taken in the enterpriseby Messrs. James and Alexander Matheson. at that time connected with the firm of Magniac & Co. from whose ashes arose the Phoenix-like form of the princely house of Mesers. Jardine Matheson & Co. Mr. James Matheson, who is represented in the biblicgraphy of the East by a book entitled "British Trade in China" is reputed to have been the first editor of the paper, though a frequent contributor to the paper in its infancy has in a book entitled "The Fankwei in China" cast considerable doubt on the a atement, and says he only knew as editor Mr. Wood, "son of the great tragedian" who combined with the editorial work the technical duties of compositor. However that may be, the fact is not disputed that the small hand press on which the paper was printed was lent for the purpose by Mr. Alexander Matheson. This hand-press, by the way, was the second English press to be introduced into China. The first was introduced by the Honorable East India Company in 1814, and they brought out a printer to Canton at the same time. On this press was printed Morrison's dictionary of the Chinese language. bis "Vocabulary of the Canton dislect" and his "Views of China," The press on which the Canton Register was printed was brought out from England in 1825. A writer in 1833 remarked that there were then Macao newspapers which were issued in neighbouring foreign settlements developed. time of his lamented death was Robert Morrison, the pioneer Protestant missionary and sinologue, the centenary of whose arrival is being celebrated this year, and whose valuable labours it is all their own to readers to-day we need hoped to commemorate by an conotaph at Canton. The Register ran without a rival-the Chinese Repository searcely comes in that category-for about three years, when the third press arrived in Canton and the Canton Courier made its appearance. It died a premature death, but the spirit of opposition survived and in 1835 appeared the Canton Press. We ought not, however, to pass over the Chinese Repository without a little further reference. It was a monthly publication and a very valuable one in

Asiatic countries generally. The Canton Pr sefullowed the Courier to the limbs of unauccessful enterprises, and thereafter came The Friend of Uhina. Its publishing office was on " the 3rd site east of the Factory Creek" at Canton, but upon the cession of Hongkong to the British the Friend of China followed the bulk of its readers to the new Colony and continued its weekly publication here. In 1847 the weekly China Mail entered into rivalry with it as well as with the Canton

a vast number of men must have been employed | the Registers we believed lived long enoug the record its demise.

> THE BIRTH OF THE "DAILY PRESS." By 1857 the Colony and its trade were or at least the usefulness of a daily news. paper began to be apparent; and October Lat of that year saw the starting of the Daily Press, which, as we have already mentionda s, and it is interesting to recall now the following modest little spostrophe which clippers. appeared in the first issue of the paper :---

Go Daily Press from this our solitude : We cast thee on the waters: go thy ways; And if, as we believe, thy vein be good,

The world shall find thee after many days. To-day the world finds the Daily Press justifying the prophecy by celebrating its jubilee and doubting not that the world will still be able to find it "when a hundred years are

prosperity in the colony in 1867, it will be seen from extracts printed in another column of tothe "pestiferous island of Hongkong" "charnel house for troops and traders," and demanding its abundonment in favour of some more silubrious locality where the propects of the famous old American firm of Russell & millions of dollars and many hundreds of commercial development were considered Co., so frequently mentioned in the was content to think that if the community the old firm of Furner & Co. ceased only a few average, three miles broad. It is separated were to move in a body to Chusan or any years ago, the business being taken over by from the mainland of China only by a very other more favoured spot, as they had Mesers. Gibb, Livingston & Co.; and the firm narrow strait, in no part more than three moved from Canton, the Daily Press could move with it, and for that reason perhaps did not include the word Hong. kong in the title. The name of the Colony was included in the title some years later when people had ceased to advocate abandonment and had began to r cognise what British energy and enterprise were already making of a position found to be so admirably situated from the commercial as well as the strategical point of view.

We smile to day at the size of the little sheet which represents the first daily newspaper published in the East, but those unacquainted with the history of the newspaper press will be not a little amused to know that the pioneer London daily newspaper was of even smaller dimensions -very much smaller in fact, for it consisted of a single sheet of the size of half a sheet of foolscap with print on one side only, the other side being "a blank left for the convenience of sending it by the post." But the London Daily Courant made its dobut one hundred and fifty years before the Hongkong Daily Press. There is, however, a curious resemblance between the first numbers of the two papers by reason of the fact that London in the early-days of the Eighteenth Century was, as regards its communication with the world beyond, much in the same state of isolation as Hongkong was in 1857. The first London daily announced that it would (as its title showed) be published daily being designed to give all material news as soon as every post arrives; and is confin'd to half the compass to save the publick at least half the impertinences of the ordinary newspapers." Those who peruse the introductory article in the fac-simile of the similar declaration, except that the "impertinences of the ordinary newspapers" are inplied rather than bluntly expressed. "Creative propensities," says the editorial, "we shall avoid, remedial suggestions eschew, and local abuses submit to We shall simply search for news, sift for intelligence, dig for facts etc." The temptation to rebel against local abuses, real and imaginary, and to suggest remedies proved, however, far too strong, and before it had been in existence a month, we find the Daily Press doing all that it had sworn not

was fixed at \$2½ per month, but the dollar thin was worth 4. 11d. At the present rate of exchange the charge of \$8 a month made for the Daily Press to day is just one half the only five English presses in China-two in price in storling at which it sold when it was Macao and three in Canton—but as the first two first started. Many factors have of course presses, according to this authority arrived | contributed to this result, the chief being the in 1814 and 1825 and both were growth in circulation and the increasing volume at Canton, it is to be assumed that the of advertising business as the Colony and 1822 and 1824 were printed by methods allied In touching on this question of exchange we to the Chinese. The Canton Register was pub. are reminded of the intimation at the bottom lished weekly for upwards of twenty years. A of column 2 on the front page of the first issue, valuable contributor to the paper up to the viz. that "our quotations commencing from date will be given in a subsequent issue," and as the exchange and freight quotations of those "good old times" will possess an interest make no excuse for reproducing them :-EXCHANGE AND BULLION MARKET,

Blank and first class Paper on London at six months' sight, 4a, 111d. Private Bills at six months sight, 5/-On India, Blank Bills at three days' sight, and Company's accepted, on Calcutta 224, on Bombay 228. Sovereigns, \$4,25. Gold, per tael -Ballarat, \$21.25.

Californian, \$19 and \$19.50. Gold Leaf 100 touch, 22.65 and \$22.80. TONNAGE MARKET. To ENGLAND-£14s. for ies; £5 5s. for Silk. NEW YORK-\$12 to \$16 per ton of 40 feet.

Australia - £2 10s. per ton of 50 feet or 20 cwt. Emigrants \$35 and \$37 gross. its day. For twenty years it constituted a rich storehouse of information with regard to the SAN FRANCISCO-59 and \$10 per ton of 49 feet or 12 history, geography, government and social lifepiculs. Emigrants \$28 to \$35 gross. HAVANA-From Swatow or Macao, \$65 and \$70 for and customs not only of China but of the each coolie landed. SIAM AND BACE TO HONGKONG OR MACAO-75 cents per picul for Rice, or £4 to Great Britain. SHANGHAI -35 cents per picul for Sugar, Rice and

Copper Cash ; \$5 and \$6 per ton of 40 feet for measurement goods At Macao. \$785 and \$790

\$775 and 780

FIFTY YEARS OF PROGRESS. strikingly illustrated by a comparison of the my thanks to Mr. Walker the agent of the list of Shipping in Hongkong Harbour on Peninsular and Oriental, for it was Register and the Hongkong Register. The October 1st, 1857 with the Shipping in port no common expenditure of script Books. Before the invention of printing Friend has long since departed and neither of to-day. The first number of the Dauby Bress interest that he obtained for me a

Contains a list of over one hundred and twenty | room at a price not much above what a ships then lying in the harbour, but not twenty lodging in Regent Street would cost in of them had a capacity exceeding 1000 tons the London season. In other respects Hongand the largest of them was a P. & O. steamer kong is a place where a turkey and a ham costs developing at such a rate that the necessity of 1250 tons. Steamers in those days were as 25 and where a dollar, whose par value is 4s. 2d rarely to be seen as the barque is to-day. In that list of over one hundred and twenty ships there are only five steamships, and of these three belonged to the P. & O. Company. There ed, enjoys the distinction of being the first, and is a large, canvas in the Hongkong Museum. therefore the oldest, daily newspaper published painted by the late Mr. Baptists, a pupil of in the East. Poets dwelt in the land in those Chenery, which, gives an interesting view of He explains to you that the house is so H. May, c.m.c., Major Parker, C. H. Rose, Hongkong Harbour in the days of the famous

THE OLD HONGS.

Looking down the list of "consignees or agents," we may note how few of the famous old hongs still survive. They may now bo counted on the flagers of one hand. We notice the P. and O. Company, Messrs, Jardine Matheson & Co., Siemssen & Co., D. Sassoon & Co., and we may also add D. Lapraik (now Douglas, L praik & Co). Gibb. Livingston & Co., were also in existence, but the firm's name Notwithstanding the evidences of growing does not appear among the consigness in the list to which we are referring. Besides these there are one or two firms, who though no longer day's issue that men were writing bitterly about established in Hongko g still fiverish in other ports of China-Messes. Holiday, Wise & Co. for example—but the great majority have had their day and ceased to be. Of brighter. Possibly the founder of the Daily Press | Messrs. how in Tomes & Co. are successors; | lumpish isle, only eight miles long, and, on an of Pustan & Co. continued in business in miles, and at one point scarcely one mle Canton until quits recently. The firm name in breadth. This proximity allows the pirates of Dent & Co. is still to be seen in the list of and other plunderers of the main firms at Macao and Shanghai.

ed here fifty years ago we note besides Lune. Crawford & Co., McEwen & Co., G. Duddell, Thes. Hunt & Co. and Y. J. Murrow. Press and the business remains the property of the surviving members of his family.

Before we leave the advertisements we may mention for the info mation of the ladies that | Gutzlaff, "that deprayed, idle, wicked characters Paris fashions were not ignored in Hongkong from the adjacent main, should flock to the number of the Daily Press will note in 1857. The number of ladies resident in the Colony. The islanders themselves, nearly alls Colony was probably very small at that time, and the Millinery establishments-of which there were at least two-had to interest the men in order to make a living. Hence we read that "Mrs. Lemon has just received a fine assortment of Felt Hats and Paris Boots of all sizes, now open for inspection at her millinery rooms," but Mrs. Marsh had "just received a splendid assortment of French Flowers, Steel Spring Petticoats, Ribbons of all descriptions, French Merinos, de Laines, Colored Cambrics. Black and Colored Velvets, Plushes, Napes &c." while Mr. Marsh had received The price of the paper, it will be naticed, a consignment af "gentlemen's ready-made clothing " &2.

> The exigencies of apace oblige us to stop, and leave the reader to make his own further reflactions on a perusal of the copy of the first number issued as a supplement to-day.

HONGKONG FIFTY YEARS AGO.

Mr. Wingrove Cooke, who came out as the Times correspondent to report the British Military operations which took place in China in 1857 and 1858, wrote :--

My earliest impression is that our facetious European friends who advise us to "go to Hengkong," have not an accurate knowledge of the spot. A gen leman who should go to Hong. kong in the present state of affairs, although he may have his pocket full of dollars, is not accustomed to purchase at Canton (because we unlikely to have to sleep upon the pavement of Queen's street, and will be indebted to the protection of the Malay guard if his throat be not out before the morning. It is a town of capital houses, but its powers of accommodation are not capable of indefinite expansion. The flight from Canton and other causes have filled it. General Garrett and his staff who might reasonably have anticipated some preparations for their reception, found it convenient to sleep on board the steamer and were glad to shelter themselves where they might. The General on the day after his arrival with great difficulty got a room at an inn and his suite were happy to avail themselves of the hospitality of the Hongkoug Club-an establishment to which we cannot be too grateful; and if there is any gratitude in Pall Mail the military clubs should be open to every member when he visits London, in requital of good offices rendered in utmost need. . . . General Ashburnham will have to take up his quarters in a half-built storehouse and Lord Elgin will certainly be obliged to sleep in the harbour. The progress made in the last fifty years is For myself I think I ought to publicly return

costs 5s, in English bills or gold. It has some. other peculiarities which strike a newcomer. If you dine with a merchant here, you notice that your host takes leave of you at his outer door; he has a Malay soldier standing sentinel in the hall with a loaded musket. Jockey Club, (Ex-Officio.) The Hon. Mr. F arrangel that all these long-tailed domestics who waited at dinner are or can be shut off from that part of the house in which the Europeans sleep. If your host should accompany you a few steps towards your own domicile he is care. ful to buckle his revolver round his waist-and may it is nine o'clock -- he is uncomfortable if he goes ten paces without being challenged by an armed patrol.

Another writer of a little later date expressed his views of the Colony in the following

A fatal and most costly mistake was made by those who managed the war and the treaty, in retaining the weetched, pastiferous islant of Hongkong, and giving up the beautiful and salubrious island of Chusan. Hongkong, which already cost us some

list | valuable lives, is an unproductive, mountanious, by night, and The advertisements in the first number of the there commit their depredations and atrocities. Daily Press are no less interesting than the As there was no level space elsewhere, the other features of the paper. The advertisements | English have built their town of Victoria along of Messrs, Wm. Pustau & Co., Agents of the the seabaach. With the new Chinese houses Austrian Lloyd Steam Navigation indicate included, the town straggles to the length of the communications then existing with Europe. 3 miles; breadth or depth it has none, being There was no Suez Canal, passengers and backed by rugged precipices and mountains their baggage were transported overland which entirely shut it out from the healthy from Suez to Alexandria. Between Trieste breezes of the ocean. Hongkong cannot be said and Alexandria the Austrian Lloyd ran to possess any vegetation at all; a few goats steamers "corresponding with the monthly and with difficulty find support. The rocks, which bi-monthly mails from India." The Directors | constitute the whole soil, are composed of rotten of the Austrian Lloyd Co. also undertook to | decompraing granite, which, as is well known forward "per submarine to London" or any (and was well known long before our men in other part of the Continent, telegraphic authority took it as a settlement), is as promessages sent to them from China. A little ductive of gases and malaria as any bad jungle further on in the first volume of the Daily Press in India. Scarcely a single man in our service. we flud other firm names still identified with whether European, Indian, Malay, or Macao the Colony's trade and commerce. Lane, Craw- Port uguese, has passed any time on the island ford & Co., for example, figure very prominently without suffering most severely in health. The throughout the volume as auctioneers, in which | Chinese have always regarded the place as fat il line of business, by the way, there see us to to human life, and they will not live there beyond have been plenty of competition in the infancy, a certain season. The mortality of our troops of the Colony. Among the suctioneers establish has been as one in three and a half. The diseases are endemic fevers, diarrhoes, dysentry, and pulmonic complaints. The Sepoys, having The less stemina, suffer much more than the latter was one of the founders of the Duity English soldiers. Our officers have been a obnoxious to disease as the common men. Rob. beries were, and we believe still are, of nightly occurrence. "It is very natural", says Dr. fishermen, are pirates when the opportunity presents. They are a roving set of beings, floating on the wide face of the ocean with their families, and committing depradations when ever it can be done with impunity. The stonecutiers have been working here for many years before our arrival: the majority of these men are unprincipled, they cannot be considered as domesticated among us, and are in the habit of going and coming according to the state of their trade. The most numerous class who, since our arrival, have fixed themselves on the island, are from Whampoa; many of them are of the very worst character, and are ready to commit any atrocity." Under the very shadow of the British flaz these fellows hold their nocturnal clubs and secret societies. The members of these societies bind themselves to stand by one an other, and afford mutual protection. Thu the other Chinese are afraid of denouncing their crimes or informing against them. Ther proclamations of the governor seem to have had no effect in dissolving or even checking these anti-social combinations.

> It is true that Hongkong is conveniently near to Canto; but since the opening c Amoy, Ningpo, and the other ports, Canton ought not to be considered as the emporium. It is not a place of production it is not so much as a shipping-place; the teas, the silks, and all the commodities we were were not then allowed to purchase elsewhere), are all brought at a very heavy-expense of carriage, from great distances. Nor is Canton in any way the best avenue through which to ntroduce Christian conversion or European civili-ation; for the population is perverse presumptuous, turbulent, and altogother th most inducile and the worst people in China.

LATEST STEAMER MOVEMENTS.

The Apear str. Gregory Apear from Yoko. hama and Kobe, left Moji on 28th ult., and may be expected here to morrow at noon, The Appar str. Catherine Appar from Calcutta left Singapore on 30th ult, afternoon, and may be expected here on or about 4th inst. The N.G.I. str. Levanzo left Singapore for this port on 29th ult., and may be expected here on or about the 4th inst. The str. Sikh sailed from Shanghai on 29th

ult. for Hongkong, via Keelung. The I.G.M. str. Goeben left Kobe vi. Nagasaki & Shanghai on Sunday the 29th ult. p.m., and may be expected here on or about Tuesday the 8th inst.

The I.G.M. str. Prinz Heinrich which left here on Wednesday the 25th ult. arrived at Singapore on Sunday the 29th ult. at 3 p.m. The Boston str. Kumeric sailed from Yokohama on the 27th ult.

The C.P.R. str. Empress of China arrived Nagasaki at 9.30 a.m. on Monday the 30th ult., and left again at noon Tuesday for Yokohama and where she is due to arrive at 4,30 s.m. on Friday single the 4th inst.

HONGKONG GYMKHANA CLUB.

The programme of the fifth meeting to be ield at the Happy Valley, on Saturday next, is as follows :---Patrons :- His Excellency Sir Frederick Lugard, E.C.M.G., C.B., D 8.0. His Excellency Vice-Admiral Sir Arthur W. Moore, R.C.B. K.C.V.O., C.M.G.; His Excel ency Major-G-neral R. G. Broadwood, CB; Commodore R. H. N. Stokes, R.N.

Committee:-The tew irds if the Hongkong

H. P. White, Esq. G. K. Hall

Brutton, Esq. and D. MacDonald, Esq. Captain Thompson. C. H. Rose, Esq., 2 Judge. Major Parker,-Handicapper. H. P. White, Esq.,-Clerk of the Scales. Major Parker, - tarter. J. Paterson, Esq. -2nd Starter. T. S. Forrest, Esq.,-Time Keeper R. F. C. Master, Esq. - Hon, Sec. & Tressurer. 1 .- 3.0) p.m. Gymkhana Club Challenge Cur.-Distance one mile. For all_China Ponies. Catch weights at 10 st. 6 lb. Winners of an open race or open, Griffin race 5 lb. extra. Non-winning Subscription Griffins allowed 51b. Jookeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and I for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the Cap, but in the event of a pany carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumplative up to la ib. Entrince fee of \$5 to go in the parchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the senson a oup will be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of 1-Mr. Dryasdust's cr. Coxcomb, 159

2-Mr. Godfrey Master's g.d. Astral, 146 3-Mr. Godfrey Master's b.d. Blue Nile, 159 2.-3/20 D.M.-ONCH ROUND FLAT RACE,-For China Ponies which have run and not won at Gemkhana meetings this season. Weight for inches as per scale. Subscription Griffins 1906-07 allowed 7 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5, 1st Prize A C p presented. 2nd Prize: \$25. (Entrance fees to go to winner.) -Mr. Brutton's g. Kingston, 155

blk, Septima, 152 8-Mr H.B.L. Dowbiggin's i.g. No Wanchee 145 4-Mr. E. A. Hankey's oh Off Chance, 148 5-Mr. E. Kadoorie's w. Manchurian Chief, 152 6-Mr. Medico's, ob. Nigel. 142 7-Mr. A. Morfey's ig. couthdown, 149 8-Mr. Robert's blk. Velocity, 152 9-Mr. M. W. Slade's b. Zapeter, 155

. - 3.40 p.m.-Ladies' Nomination Race.-Gentlemen to start dismounted at a given point. On the word "go" mount and ride over a papir "water" jemp to their Nominatrixes who willin the meantime have been given hats to trim. Gentlemen will dismount shortly before reaching their nominathizes. When hats are trimmed lidies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a screen. Hars and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pace and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off en route must be picked up. Any competitor backing or sidling his pony over or through any obstacle will be disqualified. Entrance fee \$3. First and second prizes presented by the Club. No whips or purs allowed. Ladies are requested to provide their own needles, and cotton. Post Entries, 4.-4.10 p.m. -FIFE FURLONGS FLAT RACE, -

HANDICAP. -- For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee 85. 1st Prize: A Cup p esented by The Hon Mr. Keswick. 2nd Prizes; \$25. (Entrance fees to go to winner). 1-Mr. Brutton's g. Kingston, 152

2-Mr. C. Paul Chater's b. Rust. 154 3-Mr. W. G. Clarke's b. Lucifor, 146 4-Mr. Dryasdust's or. Coxcomb. 168 Do. b. Grey Tick, 152 6-Mr. E. A. Hankey's ob. Off Chance, 149

7-Mr. Kadoorie's w. Manchurian Chief. 152 8-Mr. Godfrey Master's g.d. Astral, 188 9-Mr. G. E. Morell's ch. Homicide (late Petard), 140 10-Mr. Robert's blk. Velocity, 149

11-Mr. Rolason's b. Minnoch, 144 5.-4.30 p.m.-Tent Pegging Challenge Cur.—Presented by His Excellency Major-General Broadwood, C.B. For China Conies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Memeutoes presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhana meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd. Post Entries.

6-5.00 D.M. ONE MILE AND A QUARTER FIAT RACE, HANDICAP-For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 ib. Entrance to 35. 1st Prize: A Cup presented by H. N. Mody. Esq. 2nd Prize: \$25. (Entrance fees to go to winner.)

-Mr. Brutton's, blk. Septima 148 2-Mr. C. Paul Chater's b. Rust. 145 3-Mr. Dryasdust's or. Coxcomb, 157 4-Do. b. Grey Tick, 149 5-Mr. Godfrey Master's g.d. Astral, 151 3-Do. b.d. Blue Nile, 152

7-Mr. Medico's ch. Nigel, 140

7.-5.20 p.m.-ULTA-PULTA FLAT RACE.-About 350 yards, For China Ponies, Ponies will be drawn for and will be ridden by riders drawing the corresponding numbers to those of the ponies on the programme. Drawing will take place on the course in front of the Judges' Box immediately before the race, The owner of the first pony home to give the rider 85. Rider of last pony to give the owner \$5. Entrance fee \$5. Prize presented by J. Paterson Esq. (Entrance fees to goto winner). A memeuto will be presented to the rider of the last pony. The Presented Prize" will go to the Rider, the Entrance fees to the Owner of the first pony. No competitor may ride his own pony-if by chance he draws his own pony he must exchange with some other competitor. l-Mr. W. J. Daniel's Meas

2-Mr. W. S. Dupree's Pathan 3-Mr. G. Marshall's The Puddler 4-Mr. G. C. C. Master's Drayon 5-Mr. A. Morfey's Southdown 6-Mr. Reinbek's Eme ald King 7-Mr. M. W. Slade's Zapeter,

TU LET

ON SALE. TO LEE Russian:-S. Petersburg, 1931; Russiane Land MARKET PRICES. 梨香港上 S'hai Sht Li-Pears, American lb 10 . Trade, 1881. 福野 Sin Tsi — Rears, Cooking, Canton ... TO LET. \$ 98 L. Pears, Shan that Portugal, 1888; Commercial Treat, 1094, TO LET. TAIRECTORY AND THRONICLE Hung Tsi-Persiminons large FINAL PROTOCOL made between China and NE FOUR ROOMED HOUSE at Prays September 27th, 1907. MIL Bring Li-Plums, Switow ... 66 DERIL" No. 1, GARDEN ROAD, Eleven Powers, 1901. East, near East Point. 波地本 Pun Ti Po Lo-Pineappl The Prices are given in Dollar Cents. Kowkoon, Containing 8 Rooms TREATIES WITH JAPAN Apply to-Pineapple Coong only ... 2 1d CHINA, JAPAN, COREA, INDO-CILINA and Garden. Possession 1st June, 1907. JARDINE MATHESON & CO., LTD. BUTCHER MEAT. Gront Britain, 1894; Daties Convention 1805 Apply to— 内网组唱 Mof Lung Pl Yuk-Boof, sirloin 及大 Tai Taiu - Plantains SIAM, STRAITS SETTLEMENTS. Russia, Agreements as to / Corea; United Hongkong, 24th June, 1907. H. M. H. NEMAZEE. 福祉 Luk Yau—Pumelo, Amoy --- each States, Extradition Treaty, 1436; Grave MALAY STATES, NETHERLANDS 內中國 Ham Ngau Yok—Corned Boof , 20 图中国 Shin Ngau Yok—Roust Boof, , 20 Hongkong, 29th May, 1907. TO BE LET OR SOLD. 植物 通過 ChimLoLuk Yau - Pumelo, Siam .. 10 Britain (Allianes) 190 : Russia (Peng INDIA, PHILIPPINES. Treaty) 1905. 程域企研 San lop l'o-Walnuts, Fresh 16 BORNEO, &c., 南中 Ngau Lam -- Broast of Boof...... 15 操盘 Hop Ten—Walnuts, Green WITH POSSESSION PROM 1ST JUNE-TREATIES WITH COREA TO LET. 內涵 Tong Yok—Beef for soup...., 15 WITH HICK ARE INCORPORATED IN WANCHAT ROAD. Japan, 1876; Japan Supplementary, 1878 河内中 Ngnu Yok Pa - Boof Steak......... 20 ODOWN, built of brick, with tiled roof THE CHINA DIRECTORY 66 TTATHERLEIGH", CONDUIT ROAD. Japan, 1905. United States, 1832; Grow 過內中 Ngau Yok Ch'ong—Sausages..... 23 竹油丫港上 Shanghai Ya Chi Chukjust thoroughly repaired, about 4000 Mr Ngau No-Bullock's Brains perset 1 Britain, 1895. Artichokse, Shanghai square feet space, concrete fivering. Su table No. 1, RIPON TERRACE, BONHAM Ngau Lek-Beef Steak, Sirloin .. 30 THE HONGKONG DIRECTORY for storage of any kind of merchandise. TREATIES WITH SIAM. Ngau Le-Bullock's Tongue, fresh AND HONG LIST IMR THE FAR EAST Great Beitain, 1856 aud 1890; France, 1898 Apply to-OFFICES in King's Building and York Care of " Daily Press " Office. and 1904; Japan, 1993; Rassia, 1893. 科學試, Hain Ngau Le- , corned , 55 BUILDING. 1907. Hongkong, 3rd-May, 1907. 简本 Ngau Tau - Bullock's Hoad ... , 8) Great Britain and France, Siemes Frontier. GODOWNS in PRAYA EAST. THE FORTY-FIFTH ANNUAL ISSUE Ham Ngau Kin-Hoof Hump A HOUSE in Chifton Gardens, Con his Groat Britain and Russia, Railway Convention TO LET. The DIRECTORY covers the whole of the FLATS in MORETON TERRACE. 9 ROOM HOUSE, with Tennis Lawn " Custons Tariere 18年 Ngau Kök-Bullock's Feet ... oach 7 ports and cities of the Far East, from Nother Apply toand out-houses. 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Tourist, giving every detail in connection with in China, &r.; Tables of Court and Count of 母牌学 Yong Pai Kwat-Mutton Chop 1b. 24 IMMEDIATE POSSESSION. the places, their History, Topography, &c., &c. Fees; Charter of the Colony of Had. 比革 Yong Po-Leg of Mutton...... , 24 66 TONHEVED" 85, Robinson Road. The Information in these Descriptions, conkong, Malay States Falerijas Agreeasi. 手羊 Yong Shau-Mutton Shoulder , 20 ODOWNS Nos. 95, 96, 97 and 100, Prays 两章 Yong Tau-Sheep Head por set '60 . sisting of a hundred interesting articles, packed Table of Hougking Court Foot, Alugar T East. No. 52, CAINE ROAD. with facts concisely set out, and containing Was Youg Sam-Sheeps' Heart ... 1b. 6 'alty Rules, Foreign Juris liction Act; Roger Apply to - CHATER & MODY, Not. 27, 23, 31 and 33, SEYMOUR BOAD. **原本** Yong In-Shoeps Kidnoya ... , 10 statistics of the TRADS of each Country and lations for the Consular Courts of United Victoria Buildings. Br# Your Kon-Sheeps' Liver ... 1b. 24. 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